

# 2007-2012 CLARK COUNTY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)





**proud past, promising future**

**CLARK COUNTY**  
WASHINGTON

**2007 - 2012**

**TRANSPORTATION IMPROVEMENT PROGRAM  
( T I P )**

November 2006

**Clark County Public Works**

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**CLARK COUNTY, WASHINGTON**  
**RESOLUTION NO. 2006-11-08**

**A RESOLUTION** relating to adoption of the 2007-2012  
Six-Year Transportation Improvement Program (TIP).

**WHEREAS**, a public hearing on the 2007-2012 Transportation Improvement Program was held at 10:00 A.M., Tuesday, November 14, 2006 in accordance with RCW 36.81.121 and WAC 136.16.010; and,

**WHEREAS**, this is to certify that a priority array of potential projects on this County's arterial system was prepared under the direction of the Director of Public Works and was available to the Board of County Commissioners during the preparation of these programs in accordance with WAC 136-14-050; and,

**WHEREAS**, this is to certify that a written report with respect to deficient bridges was prepared under the direction of the Director of Public Works and was available to the Board of County Commissioners during the preparation of these programs in accordance with WAC 136-20-060; and,

**WHEREAS**, this Transportation Improvement Program has been analyzed to establish its consistency with the adopted Comprehensive Plan and adopted policies in the Community Framework Plan; and,

**WHEREAS**, this Transportation Improvement Program has been analyzed to establish Clark County's financial capability of completing the projects that are contained within the Program in accordance with chapter 36.70A RCW; and,

**WHEREAS**, the County commits to funding those projects so designated as "Reasonably Funded" in the program for purposes of Concurrency, as shown in the Financial Analysis section of the TIP, incorporated by reference; and,

**WHEREAS**, the Board of County Commissioners is in regular session assembled this day.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF CLARK COUNTY, STATE OF WASHINGTON**, that the attached 2007-2012 Transportation Improvement Program, as submitted by the Director of Public Works, is hereby adopted.

DATED this 14 day of NOV., 2006

ATTEST:

  
Clerk to the Board

BOARD OF COUNTY COMMISSIONERS  
FOR CLARK COUNTY, WASHINGTON

APPROVED AS TO FORM ONLY:

ARTHUR D. GURTIS  
Prosecuting Attorney

  
RICHARD S. LOWRY

MARC BOLDT, Chair

  
STEVE STUART, Commissioner

  
BETTY SUE MORRIS, Commissioner



CLARK COUNTY, WASHINGTON  
RESOLUTION NO. 2006-11-09

**A RESOLUTION** relating to adoption of the 2007 Annual Construction Program element of the 2007-2012 Six-Year Transportation Improvement Program (TIP).

**WHEREAS**, a public hearing on the 2007 Annual Construction Program was held at 10:00 A.M., Tuesday, November 14, 2006 in accordance with RCW 36.81.121 and WAC 136.16.010; and,

**WHEREAS**, this is to certify that a priority array of potential projects on this County's arterial system was prepared under the direction of the Director of Public Works and was available to the Board of County Commissioners during the preparation of these programs in accordance with WAC 136-14-050; and,

**WHEREAS**, this Annual Construction Program has been analyzed to establish its consistency with the adopted Transportation Improvement Program; and,

**WHEREAS**, this Annual Construction Program has been analyzed to establish Clark County's financial capability of completing the projects that are contained within the Program; and,

**WHEREAS**, the Board of County Commissioners is in regular session assembled this day.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF CLARK COUNTY, STATE OF WASHINGTON,** that the 2007 Annual Construction Program element of the 2007-2012 Transportation Improvement Program, as submitted by the Director of Public Works and attached and incorporated by reference, is hereby adopted.

DATED this 14 day of NOV., 2006

ATTEST:

ATTEST:

*Louis Richards*


Clerk to the Board

BOARD OF COUNTY COMMISSIONERS  
FOR CLARK COUNTY, WASHINGTON

APPROVED AS TO FORM ONLY:

ARTHUR D. GURTIS  
Prosecuting Attorney

Prosecuting Attorney



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RICHARD S. LOWRY  
Deputy Chief Civil Prosecuting Attorney

**MARC BOLDT, Chair**

  
STEVE STUART, Commissioner

*Betty Sue Morris*  
BETTY SUE MORRIS, Commissioner

# **2007 - 2012 CLARK COUNTY TRANSPORTATION IMPROVEMENT PROGRAM**

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# PARTICIPANTS

This document represents a collaborative effort between the Transportation Improvement Program Involvement Team (TIPIT), individual citizens, and Clark County staff. Thank you to all who participated in the development of the program.

## Transportation Improvement Program Involvement Team

Jim Carothers – City of Camas  
Darrell Haynes – Brush Prairie  
Winston Jacobson – Camas  
Bud Ledbetter – Laidlaw Transit  
Shane McKenzie – City of Battle Ground  
Pam Neal– Columbia River Economic Development Council (CREDC)  
John Ostrawski – C-TRAN  
Dale Robins – Regional Transportation Council (RTC)  
Heidi Rosenberg – Vancouver School District  
Marilyn Roth – Fir Park Jake Schnoebelen – Salmon Creek  
Jack Shnoebelen – Salmon Creek  
Bud Van Cleve – NE Hazel Dell Neighborhood  
Mike Viles – Bicycle Advisory Committee  
Scott Walstra – Greater Vancouver Chamber of Commerce  
Dan West – Citizen  
Phil Wuest – City of Vancouver

## Clark County Staff

Peter Capell – Director of Public Works  
Bill Wright – Public Works Programming Manager  
Dave Shepard – Public Works Operations  
Mike Mabrey– Community Development Long Range Planning  
Craig Randall – Clark County Sheriff's Office  
Karen Streeter – Public Works Environmental Manager  
Lowell Weiss – Public Works Real Property Services Manager  
Dan Kaler – Geographic Information Systems (GIS)  
Mike Emrick – Public Works Design  
Matt Hall – Public Works Project Management  
Rob Klug – Public Works Transportation Systems  
Ejaz Khan – Public Works Transportation Systems  
Richard Gamble – Public Works Concurrency  
Robin Washington – Public Works Programming  
Susan Wilson – Public Works Programming  
Jim Gladson – Pubic Works Public Information and Outreach

# INTRODUCTION

Limited resources, combined with increasing transportation demands in the area, make Clark County's 2007-2012 Six-Year Transportation Improvement Program (TIP) essential to achieve the goals and objectives of the County Comprehensive Plan. The TIP uses objective criteria to evaluate and prioritize the many possible road improvement projects. The TIP assigns available revenues to the projects to achieve the goals of the Comprehensive Plan, regional transportation priorities, and to recognize the vision set by the community and the Board of County Commissioners.

Aside from the practical reasons for developing the TIP, there are legal requirements to consider. The laws of the state of Washington (RCW 136.15.050, rev.) require the preparation and annual updating of a six-year comprehensive transportation program. The TIP shall be adopted by the county legislative authority each year and shall include all anticipated road and bridge construction projects, capital ferry expenditures, paths and trails projects, and any other specified capital outlays for the following six-year period.

Questions or comments regarding the content or development of this program can be directed to Clark County Customer Service at (360) 397-6118, extension 4944.

## WHAT IS IN THIS PROGRAM?

The remainder of this document includes:

- A description of the process used to develop the program,
- An analysis of financial constraints,
- The Six-Year Program Funding Matrix,
- The Annual Construction Program for 2007,
- A map index of projects included in the program,
- Detail sheets for all funded road projects in the program.





# PROGRAM DEVELOPMENT

## PROCESS SUMMARY

The development of the Transportation Improvement Program includes the following steps and processes:

Define Vision - Define the Board of County Commissioners' vision and expectations, and obtain endorsement for the TIP development process.

Assemble Project Team - Establish a project team with the resources to execute the TIP development plan.

Develop Public Involvement Plan - Provide a forum for meaningful public understanding and input into the program.\*

Review Existing Program - Define successful elements of the previous TIP and potential areas for improvement.

Identify Candidate Projects - Establish initial list of projects.\*

Prepare Evaluation Criteria - Create a clearly defined list of quantifiable and/or qualitative measures for project evaluation.\*

Collect Data - Prepare a scope, preliminary estimate, and graphic representation of each project. Provide supplementary data for evaluation criteria.\*

Evaluate Projects - Measure and rank each project based upon evaluation criteria and supporting data.\*

Draft Plan - Compile a working document for review and refinement.

Review Draft Plan - Gain input and comments from stakeholders.

TIP Adoption - Board of County Commissioners adopts the TIP through a public hearing process.

Assess Plan - Continual refinement and improvement of plan and development process.

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\* This step is executed every other year only (usually on even years).

# **PUBLIC INVOLVEMENT PROCESS**

An important component of the Transportation Improvement Program is supplying the public with the opportunity to provide input into the development of the program. The purpose of the Public Involvement Program is to reflect public consensus on allocating resources for transportation capital improvements. Clark County Public Works coordinates with a cross-section of community members, representing a variety of different interests to identify general and specific community sentiment on issues relating to the transportation needs of our community.

The Public Involvement Process is based on a biennial cycle. Usually, during odd-numbered years, the public involvement process is limited to individual contacts from the public and the Public Hearing to adopt the TIP. A full involvement process is undertaken during even-numbered years, which includes the identification of potential TIP projects, and the review of the project evaluation system.

The following is a summary of the public outreach efforts that usually occur during even-numbered years:

- Community open houses;
- Transportation Improvement Program Involvement Team meetings;
- Organized presentations to neighborhood and business associations;
- Internet web site;
- Current TIP in the Vancouver Library; and
- Press releases and newspaper advertisements.

The focal point of the public involvement process is the Transportation Improvement Program Involvement Team (TIPIT). The TIPIT consists of a group of approximately 30 citizens, community stakeholders, and county staff, representing a wide range of views and backgrounds. The role of the TIPIT is to assist the County with identifying projects, refining the project evaluation criteria, developing the project priority array, reviewing the draft TIP, and recommending a program to the county engineer.

# PROJECT IDENTIFICATION

## Capital Improvement Projects

Projects within the Transportation Improvement Program include new roadways, roadway widening, bridges, preservation projects, and pedestrian and bicycle facilities. With the exception of the Ongoing Programs, we currently identify new projects on a biennial cycle, concurrent with the public involvement process. With few exceptions, no capital improvement projects are considered without ample opportunity for public input.

## Ongoing Programs Projects

The Ongoing Programs Projects were established to address the completion of minor improvements and small-scale projects in specific categories. These programs consist of the:

- Transportation Safety Improvement Program;
- Sidewalk and ADA Compliance Program;
- Neighborhood Traffic Management Program;
- Environmental Impact Mitigation Program;
- Un-programmed/Advanced Right-of-way Purchases Program; and
- Road Preservation Program.

See the ongoing programs detail sheets section for a description of each of the ongoing programs.

Projects within the ongoing programs are brought forward by citizens and staff throughout the year as needs are identified. Safety and pedestrian projects considered for funding are generally taken from the Roadway Conditions Inventory Report which is updated annually.

# PROJECT EVALUATION SYSTEM

The TIP project ranking and evaluation system is usually reviewed and performed on a biennial cycle during even-numbered years, concurrent with the public involvement process and applies only to the capital improvement projects, not to the ongoing programs. Occasionally, a project may bypass the ranking process due to an emergency situation or to develop a regionally significant project in conjunction with an adjoining agency (i.e. WSDOT or City of Vancouver). Bridge projects often bypass the ranking system also as they are ranked and evaluated separately in the annual bridge report.

The evaluation system is designed to provide an objective means to evaluate projects and rank them accordingly. Listed below are the nine (9) measurement criteria that form the basis of the evaluation system:

- Safety (considering both collision data and exposure measures);
- Comparison to the Arterial Atlas;
- Concurrency;
- Multimodal;
- Route Connectivity;
- Environmental Impacts;
- Public/Agency Support;
- Support for Economic Development; and
- Leveraging of Outside (non-County) Funding

Based upon the established evaluation criteria, a weighted scoring system measures and assigns a numbered rank to each project. The system recognizes safety, mobility, and future development potential as the most important considerations in the ranking of projects. The system is outlined on the following pages.

# EVALUATION CRITERIA

## **Safety (Maximum Score = 30, Weight = 1)**

The safety criteria consider two significant measures of safety for a potential project. The first measure, or *collision score*, assigns points to a project based on actual collision history. The second measure, referred to as the *exposure score*, quantifies the substandard conditions that the project is intended to address.

### Collision History:

The collision index considers the accident rate and the critical accident rate within the limits of each project. The *accident rate* is the total number of accidents per million vehicles traveling through the project area. The *critical accident rate* is the rate expected due to normal variation. The *collision index* is the ratio of the accident rate to the critical rate. An index greater than one indicates that the intersection or corridor experiences more collisions than expected under normal conditions.

Accident rates are calculated according to the type of project under consideration as follows (Note: ADT = Average Daily Traffic):

$$\text{Corridor Accident Rate} = \frac{\text{Total \# of Accidents} \times 10^6}{\text{Segment Length} \times \text{ADT} \times \text{Years} \times 365}$$

$$\text{Intersection Accident Rate} = \frac{\text{Total \# of Accidents} \times 10^6}{\text{ADT Entering} \times \text{Years} \times 365} \quad (\text{for intersection projects only})$$

The critical rate is calculated from the following formula:

$$\text{Critical Rate} = \bar{R} + k \times \sqrt{\frac{\bar{R}}{m}} + \frac{1}{2 \times m}$$

Where:

$$\bar{R} = 2.12 \text{ for segment}$$

$$\bar{R} = 0.80 \text{ for intersections}$$

$$k = 1.645 \text{ (constant)}$$

$$m = \text{ADT} \times \text{Years} \times 365 \times \text{Length} / 10^6$$

The collision index is then calculated:

$$\text{Collision Index} = \frac{\text{Accident Rate}}{\text{Critical Rate}}$$



Finally, interpolation from the following scale provides the collision portion of the safety score:

<u>Collision Index</u>	<u>Collision Score</u>
◇ equal to or greater than 1.8	65
◇ equal to 1.0	20
◇ equal to .5	10
◇ equal to 0	0

#### Exposure:

The exposure score is a summation of several measures regarding the existing conditions in the field. Once those conditions are measured, the score is modified by the exposure index to account for the number of vehicles actually exposed to those conditions.

<u>Exposure Measure</u>	<u>Score</u>
-------------------------	--------------

#### Existing Shoulder Widths:

◇ Between 0 and 1 foot wide	5.0
◇ Between 1 and 2 feet wide	3.75
◇ Between 2 and 4 feet wide	2.50
◇ Between 4 and 8 feet wide	1.25
◇ Greater than 8 feet wide	0

#### Fixed Objects Adjacent to the Roadway (average number of objects per 100 feet of roadway):

◇ 4 or more objects per 100 feet of roadway	5.0
◇ Between 3 and 4 objects per 100 feet of roadway	3.75
◇ Between 2 and 3 objects per 100 feet of roadway	2.50
◇ Between 1 and 2 objects per 100 feet of roadway	1.25
◇ 0 objects per 100-feet of roadway	0

#### Roadside Drop-off (distances from edge of roadway to bottom of hill, gully, etc.):

◇ 30 feet and greater	5.0
◇ Between 20 and 30 feet	3.75
◇ Between 10 and 20 feet	2.50
◇ Between 1 and 10 feet	1.25
◇ Less than 1 foot	0

#### Bike Lanes (widths of existing bike lanes in urban area or shoulders in rural area; separated paths may be considered wider than actual):

◇ Between 0 and 2.5 feet	5.0
◇ Between 2.5 and 4 feet	3.0
◇ Between 4 and 5 feet	1.0
◇ 5 feet or more	0

Sidewalks (existing sidewalks or walkways along project corridor):

- |  |      |
|--|------|
| ◇ No existing sidewalks (shoulders for rural projects) | 5.0  |
| ◇ Some existing sidewalks (at least 65%)               | 2.50 |
| ◇ Existing sidewalks along full length of project      | 0    |

Pedestrian Safety:

- |   |     |
|---|-----|
| ◇ Includes frontage to a school, park, or other high-volume source of pedestrian or bicycle use | 5.0 |
| ◇ Directly serves a school or other high-volume source of pedestrian or bicycle use             | 3.0 |

Other Issues (horizontal/vertical alignment, sight distance, intersection alignment)

- |  |     |
|--|-----|
| ◇ Existing alignment, sight distance deficiencies    | 5.0 |
| ◇ No existing alignment, sight distance deficiencies | 0   |

$$\text{Exposure Index} = \left( \frac{\text{AADT}}{1,000} \right) \leq 1.0 \quad (\text{maximum value of 1})$$

Exposure Score = Exposure Index X Sum of Exposures (maximum score = 35 points)

Raw Safety Score = Collision Score + Exposure Score (maximum score = 100 points)

There is a maximum of 100 points that a project can accrue from the eight elements in the safety category as previously shown (65 points for collision history and 35 points for exposure). Once a project has been scored against these elements and a score total has been derived, the project is assigned a final score for the safety criteria as follows:

$$\text{Final Safety Score} = \text{Safety Score} \times \left( \frac{30}{100} \right)$$

### **Comparison to County Arterial Atlas (Maximum Score = 5, Weight = 2)**

Comparison of project's existing roadway section with the section specified in the County Arterial Atlas:

- |   |   |
|---|---|
| ◇ Requires additional travel lanes          | 1 |
| ◇ Requires center/left-turn lane            | 2 |
| ◇ Requires sidewalks (shoulders for rural)  | 1 |
| ◇ Requires bike lanes (shoulders for rural) | 1 |
| ◇ Other projects                            | 0 |

### **Concurrency (Maximum Score = 10, Weight = 1)**

Concurrency standards are measured in terms of “average travel speed” for corridors (measured by standards set forth in Chapter 12.41, Transportation Concurrency Management System), and Level of Service (LOS) for intersections (LOS measured by standards set forth in the Highway Capacity Manual, with LOS E indicating failure):

- ◇ The project will improve one or more intersections of regional significance that are:
  - ◇ Failing 6
  - ◇ Within 10% of failing 4
- ◇ The project will improve an adopted concurrency corridor that is:
  - ◇ Failing (below the threshold corridor speed) 3
  - ◇ Within 3 mph of failing 2
- ◇ The project will improve conditions in an adopted transportation moratorium area 1
  - ◇ Does not address any concurrency or LOS concerns 0

### **Multimodal (Maximum Score = 6, Weight = 1)**

Transit or bike/pedestrian system improvements (note that addition of bike lanes and sidewalks is included in the “Comparison to County Arterial Atlas” criteria above):

- ◇ Completes missing links in existing bike/pedestrian system 2
- ◇ Improves access to a Park & Ride Facility 2
- ◇ Improves the operation of a C-TRAN route within project limits 2
- ◇ Improves Trail Connectivity (2006 adopted Regional Trail & Bikeway Systems Plan) 1

### **Route Connectivity (Maximum Score = 5, Weight = 2)**

Project’s link with other arterial and collector routes:

- ◇ Project is linked to primary route (arterial or above) AND secondary route (collector) 3
- OR**
- ◇ Project links two primary routes 2
- OR**
- ◇ Project links two secondary routes 1
- ◇ Gap project 2
- ◇ Other projects 0

### **Environmental Mitigation (Maximum Score = 6, Weight = 1)**

Based upon preliminary review by County staff, each project will be given a score of six and then points will be deducted, based on the following environmental impacts types (lowest possible score equals zero):

- ◇ No significant impacts anticipated 0
- ◇ Low category wetland impact (roadside ditches, category 4 wetlands) (3)
- ◇ Medium category wetland impact (cumulative impacts/ category 2, 3 wetlands) (4)
- ◇ High category wetland impact (category 1 wetlands includes ESA impacts) (5)
- ◇ Stream impact (with or without wetland impact) (2)
- ◇ Shoreline impact (with or without wetland impact) (1)
- ◇ Cultural/Archeological/Historically - Low impacts 0
- ◇ Cultural/Archeological/Historically - Medium impacts (1)
- ◇ Cultural/Archeological/Historically - High impacts (2)
- ◇ Wetland/habitat fragmentation impact (6)

### **Public and Outside Agency Support (Maximum Score = 2, Weight = 1):**

- ◇ Supported by the Regional Transportation Council, State Transportation Plan, or surrounding cities 1
- ◇ Supported by the Public (TIPIT, adopted neighborhood circulation plan) 1
- ◇ No known support by public or local agencies 0

### **Support for Economic Development (Maximum Score = 20 Weight = 1)**

The number of potential future jobs used for scoring the projects is determined by the following:

1. The following property within one half-mile of the project limits is determined using GIS data:
  - ◇ For vacant industrial property:

Vacant	6.50 jobs/gross acre
Underutilized	6.50 jobs/gross acre
Vacant Critical	≈ 3.37 jobs/gross acre
Underutilized Critical	≈ 3.37 jobs/gross acre

- ◇ For commercial property:
 

Vacant	15 jobs/gross acre
Under-utilized	15 jobs/gross acre
Vacant with critical	12 jobs/gross acre
  
- 2. The potential future jobs are calculated by multiplying the total acreage times the job per gross acre. Values for jobs per gross acre (shown above) are based on adopted land use planning criteria for Clark County. Those values take into account loss of land to infrastructure and environmental constraints.
  
- 3. The potential future number of jobs in the area is then used to determine the score.
  - ◇ Improves access to or is within the priority adopted Focused Public Investment Areas: 10
  - ◇ Potential future industrial jobs within half-mile of project:
    - ◇ 760 or more 7
    - ◇ 400 to 759 5
    - ◇ 200 to 399 3
    - ◇ 23 to 199 1
  - ◇ Potential future commercial jobs within half-mile of project:
    - ◇ 2500 or more 3
    - ◇ 950 to 2499 2
    - ◇ 319 to 949 1
  - ◇ Other projects 0

### **Leveraging of Non-County Funding (Maximum Score = 6, Weight = 1)**

State/Federal grant sources, regional, municipal, or other non-county funds:

- ◇ 80% outside funds available 6
- ◇ 70% outside funds available 5
- ◇ 60% outside funds available 4
- ◇ 50% outside funds available 3
- ◇ 10% outside funds available 2
- ◇ No funds committed 0

The scores within each criterion are multiplied by the weighting factor to give a total score for the criteria. The sum of the nine criteria scores result in a total score and ranking for the project. Refer to the attached Priority Array for project specific scoring and ranking information.

The outcome of the scoring/ranking process defines the priority for each project. The resulting Priority Array is used as the starting point to decide which projects are funded in the next six years.



In past years, there was concern expressed as to the rationale for evaluating and ranking projects that are currently underway. The concern is that these projects have previously been evaluated and targeted for completion, thereby obligating the County to finish the project. In order to address this issue, the TIPIT recommended removing these projects from the ranking order.

To separate those projects, an "Obligated" category was created. If a project has 10% or greater of its total projected construction cost already expended, the project is considered to be one that the County is committed to completing and therefore is assigned an "obligated" status. However, The expending of 10% or greater of a project's construction budget generally indicates that, at a minimum, the engineering is well underway and the project has entered the right-of-way phase.

Obligated capital projects are listed alphabetically and assigned a letter in that order. The assigned letter does not indicate priority in any way.

## **PROGRAMMING CONSIDERATIONS**

After establishing the priority array, available program dollars are assigned to projects with consideration to the following:

- The priority array,
- Available grant funds,
- Available TIF funds, and
- Regional transportation priorities.

The Six-Year Program Matrix only displays those projects that have funding in at least one phase of the project during the next six years.

## **TITLE VI AND VII COMPLIANCE**

Clark County operating policies reflect official commitment that there shall be opportunity, free from discrimination, for all persons. The policy refers to employment, the provision of all County services, and services of its contractors. The County's practices of non-discrimination are consistent with Title VI and VII of the 1964 Civil Rights Act, as amended.

Federal and state grants require that the County, its contractors, subcontractors, and other sub-recipients who receive federal funds actively ensure non-discrimination in all of their programs and activities. These obligations apply even if those other programs and activities are not federally funded. It is County policy to afford all bidders an equal opportunity to quote and compete on equal terms. Disadvantaged Business Enterprises (DBE) is encouraged to respond to every applicable contracting opportunity. The County will ensure all businesses a realistic opportunity to participate in the County's purchasing processes, fairly and competitively.

If you have questions about the federal funding process, you are encouraged to contact the Public Works Department at (360) 397-6118.

# FINANCIAL ANALYSIS

There are several funding sources available for the engineering and construction of transportation improvements in Clark County. The County Road Fund provides the principal source of program dollars. This local money is supplemented by Federal and State grant dollars administered through different offices. Below is a brief description of available funds, along with a brief explanation of projected revenues from each source (see figure 3 on page 22 for percentage of program funded by the various grants).

## FEDERAL FUNDING SOURCES

The Intermodal Surface Transportation Efficiently Act (ISTEA) of 1991, the subsequent Transportation Equity Act for the 21st Century (TEA-21) of 1998, and the newest Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) of 2005 has provided needed federal funding. SAFETEA-LU guarantees funding for highways, highway safety, and public transportation and represents the largest surface transportation investment in our Nation's history, totaling \$244.1 billion for 2006 through 2009.

SAFETEA-LU not only addresses the many challenges facing our transportation system today, but also lays down the groundwork for addressing future challenges. Such challenges include improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving the State and local transportation decision makers more flexibility for solving transportation problems in their communities.

The specific grant programs available for Clark County through SAFETEA-LU include the following programs below:

**Highway Bridge Replacement and Rehabilitation Program (HBRRP).** This program's objective is to replace or rehabilitate roadway bridges conveying public roads over waterways, railroads, canals, and other barriers. Approximately \$20 million is available statewide each year through a statewide competition. The amount available for Clark County will fluctuate, depending on specific project needs.

The Washington State Department of Transportation (WSDOT), Highways & Local Programs (H&LP) Division sponsors the Bridge Replacement Advisory Committee (BRAC). The BRAC exists to advise the staff and Director of H&LP on the selection of appropriate bridge projects for funding under the federal Highway Bridge Replacement and Rehabilitation Program (HBRRP). The HBRRP, codified in 23 USC 144, provides funding for the replacement and rehabilitation of deficient bridges and for large preventative maintenance projects. Recently, Clark County received funds for two projects, which are currently under development. These projects include:

- Betts Bridge #26 Replacement – NE Salmon Creek Avenue at Salmon Creek
- Kline Line Bridge #1 - NE Highway 99 at Salmon Creek at Salmon Creek

**Surface Transportation Program – Clark County Transportation Management Area (STP-TMA).**

The objective of the STP program is to fund road construction, reconstruction, resurfacing, restoration, and rehabilitation. Approximately \$2 to \$4 million per year will be allocated to the Clark County Transportation Management Area (TMA), which consists of Clark County and the City of Vancouver. Projects funded by this Surface Transportation Program are selected by the Regional Transportation Council (RTC). C-TRAN, RTC, and WSDOT are also eligible for these funds. Clark County's share is based upon RTC's current TIP and expected future funding awards. In 2005, Clark County was awarded \$1.1 million for NE 72<sup>nd</sup> Avenue and \$1.2 million for NE 88th Street construction. In 2006, NE 119<sup>th</sup> Street was awarded \$750 thousand and \$1.5 million was awarded to NE 63<sup>rd</sup> Avenue. However, the NE 63<sup>rd</sup> Street funds were substituted for TIB funds to the NE 72<sup>nd</sup> Avenue project.

**Surface Transportation Program – Intersection and Corridor Safety (STP-TMA).**

In spring 2005 WSDOT developed the Intersection and Corridor Safety program to fund safety projects that eliminate or reduce fatal or injury accidents at high accident intersections and within high accident corridors. There is approximately \$20 million available for this program. After the Federal Transportation Act (SAFETEA-LU) was signed into law and following the 2006 legislative session, the Governor approved 25 projects totaling approximately \$10 million of federal safety funds

**Surface Transportation Program - Transportation Enhancements (STP-Enhancement).**

Under TEA-21, 10% of STP funds are set aside for transportation enhancement projects. These can be bicycle and pedestrian "transportation projects," scenic or historic highways, and highway beautification (landscaping).

**Surface Transportation Program - Rural Assistance (STP-Rural).** Approximately \$250,000 of STP Rural funding is targeted for Clark County and small cities in the County each year. The next call for projects will likely be in 2008.

**Rural County Two-Lane Roadway Program.** ISTEA and TEA-21 provided a 10% set-aside from the Surface Transportation Program (STP) for the safety program. SAFETEA-LU (FFY 2004 - 2009) established a new core safety program that is separately funded from the STP program. In the 2006 Legislative Supplemental Budget, the Legislature identified a number of projects and uses for federal funds. The 2006 Supplemental Budget SSB 6241 Section 309 (15) appropriates \$9.7 million for 25 intersection and corridor safety projects. The purpose the Rural County Two-Lane Roadway program is to fund "high-accident-corridor" projects on two lane county roads. In 2007, Clark County will receive \$500,000 to install guardrails in various locations on a number of rural arterials.

**Congestion Mitigation and Air Quality Improvement (CMAQ).** This funding is for projects that create a direct air quality benefit, leading toward attainment or maintenance of a National Ambient Air Quality Standard (NAAQS). The funds will be used for non-roadway improvement projects such as bus or HOV lanes, traffic signal coordination, bike lanes, and other congestion mitigation activities. RTC selects projects for funding.

**Safe Routes to Schools.** The Safe Routes to School program is supported by both the Federal Government and Washington State Legislature through recent legislation. The Federal Transportation Act (Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)) includes a new federal funding program for the Safe Routes to School program. The Engrossed Substitute Senate Bill 6091, also includes a state funding commitment to support pedestrian and bicycle safety projects such as safe routes to school, transit and pedestrian and bicycle paths. In 2006, the Vancouver School District in partnership with Clark County was awarded \$148,900 for the NE 104<sup>th</sup> Street Sidewalk Project.

## **COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)**

Block grants are targeted for low and moderate income areas. Improvements usually consist of sidewalk and capital improvements. If an applicable project arises, Clark County will apply for CDBG grants.

## **STATE FUNDING SOURCES**

### Transportation Improvement Board (TIB)

The Transportation Improvement Board (TIB) administers several state-funded grant programs. The TIB's mission is to fund "high priority transportation projects in communities throughout the state to enhance the movement of people, goods, and services."

**Urban Corridor Program (UCP)** formally the Transportation Partnership Program (TPP). This program was established by the State of Washington in 1988 as the Transportation Improvement Account (TIA) and was designated as the TPP in July 1999. The TIB requires multi-agency planning and coordination and public/private cooperation to further the goal of achieving a balanced transportation system in Washington State. Projects must be attributable to congestion caused by economic development or growth and be consistent with state, regional, and local comprehensive growth management plans. Local funds must provide a minimum 10-20% match.

**Urban Arterial Program (UAP)** formally the Arterial Improvement Program (AIP). This program was established by the State in 1967 and is funded by the Urban Arterial Trust



Account (UATA). The purpose of this program is to fund arterial road projects to reduce congestion and improve safety, geometrics, and structural concerns. Project selection criteria include pavement condition, pavement and roadway width, traffic, accidents, and people-carrying capacity. Projects can receive a maximum 80% reimbursement, depending on agency population.

**Urban Sidewalk Program (USP)** the formally Pedestrian Safety and Mobility Program (PSMP). This program was established by the TIB in 1994 as the Pedestrian Facilities Program (TIA-PFP) and was designated as the PSMP in July 1999. This program is also funded by the Urban Arterial Trust Account (UATA). The purpose of the program is to enhance and promote pedestrian mobility by providing funding for pedestrian projects that provide access and connectivity of pedestrian facilities. Selection criteria include safety, pedestrian generators, convenience, public acceptance, and project cost. Clark County received \$150,000 for the NE 159<sup>th</sup> Street Hockinson Walkway project for FY2008.

### County Road Administration Board (CRAB)

The County Road Administration Board (CRAB) was created by the Legislature in 1965 to provide statutory oversight of Washington's thirty-nine (39) county road departments. The agency is funded from the portion of the counties' fuel tax that is withheld for state supervision and from a small portion of the two grant programs that the agency administers. The Board establishes and maintains "Standards of Good Practice" to guide and ensure consistency and professional management of county road departments in the State of Washington.

**Rural Arterial Program (RAP).** In 1983, the legislature created the RAP to help finance the reconstruction of rural arterial roads. The program is funded with 0.58 cents of the Motor Vehicle Fuel Tax (MVFT). That level of funding generates approximately \$35 million per biennium.

**County Arterial Preservation Program (CAPP).** In 1990, the legislature created a second grant program to be administered by CRAB. Similar to the Department of Transportation's Highway Preservation Program, CAPP is designed to assist counties in preserving their existing paved arterial road networks. The program is funded with 0.45 cents of the Motor Vehicle Fuel Tax (MVFT), which generates approximately \$24 million per biennium. Clark County receives approximately \$500,000 per year in CAPP funds.

## Washington State Public Works Board

The Public Works Board was created by the 1985 Legislature. The Board is comprised of local government officials, special purpose district representatives, and private sector members. The mission of the Washington State Public Works Board is “to assist Washington’s local governments and private water systems in meeting their public works needs to sustain livable communities.” The Board is authorized to loan money to counties, cities, and special purpose districts to repair, replace, or create domestic water systems, sanitary sewer systems, storm water systems, roads, streets, solid waste and recycling facilities, and bridges. The Public Works Board offers the following programs.

**Public Works Trust Fund (PWTF) Construction Loan Program.** The PWTF Construction Loan Program provides funds to repair, replace, or create a facility. These loans have a 20-year term, with an interest rate as low as one-half percent. The maximum for any agency is \$10 million dollars per biennium.

**Public Works Trust Fund (PWTF) Pre-Construction Loan Program.** The PWTF Pre-construction Loan Program provides funds for right-of-way acquisition, design work, engineering, permit acquisition, environmental review, and public notification. These loans have a five-year term, with an interest rate of only one-half percent. The maximum for any agency is one million dollars per biennium.

## **LOCAL FUNDING SOURCES**

Local funding sources include funds that are not administered through State or Federal agencies. These funds are achieved through taxes, private contributions, and other revenues.

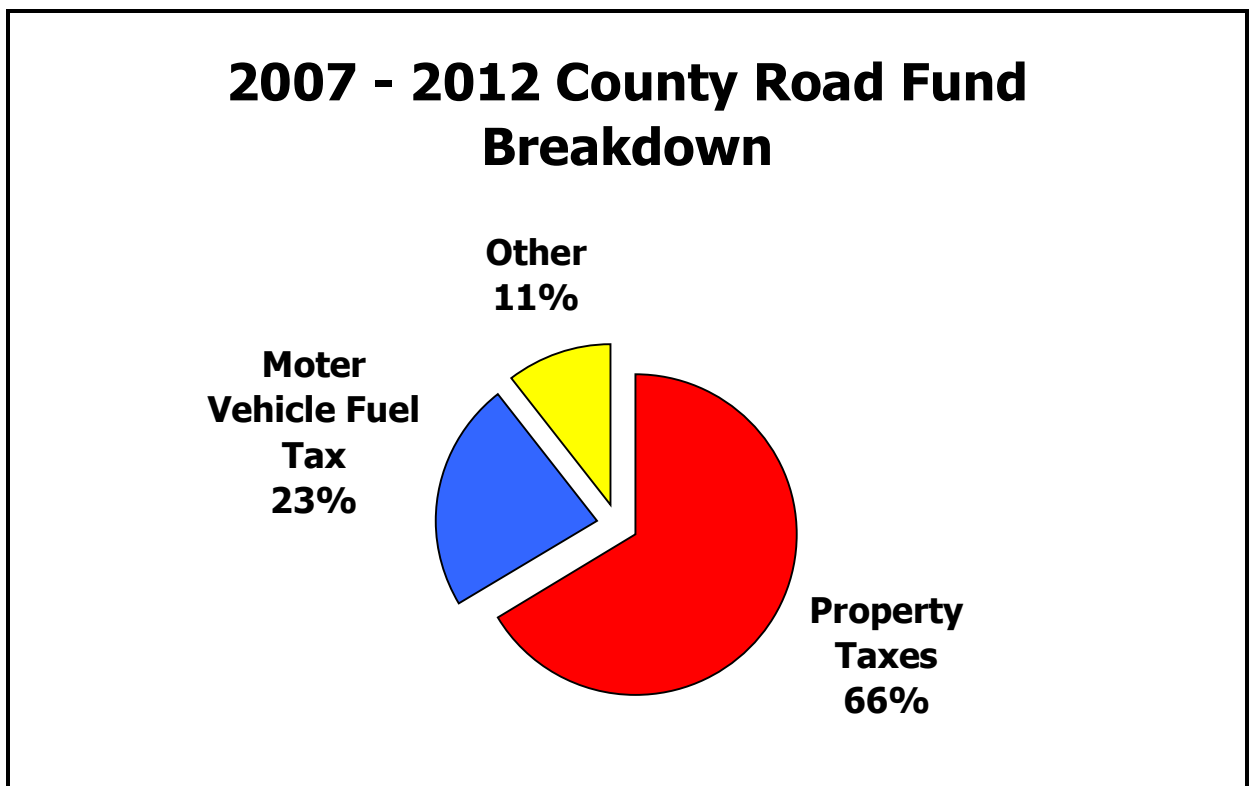
**Clark County Road Fund (CRF).** The funds are established through County property tax, gas tax, and other revenues. By State law, 0.5% of the annual gas tax allocation (or approximately \$30,000 per year) must be used for special projects, such as bikeways. Figure 1 shows the various sources of revenue that currently comprise the County Road Fund. Figure 2 on the following page shows the projected revenue, expenditure, and remaining fund balance for the County Road Fund over the next six years.

**Transportation Impact Fees (TIF).** New developments and re-developments are assessed TIF’s, based on their impact on the transportation system. To be eligible for TIF funding, a project must be contained in the Traffic Impact Fee Program Technical Document that was adopted on August 17, 2001 (ordinance number 2001-08-01A). The technical document defines the allowable funding amounts for each project. A revision of the TIF ordinance is currently under review to update assessed traffic impacts, which is anticipated to be adopted by the Board of Commissioners in the summer of 2007.

**Road Improvement District (RID).** RID's are special projects which are funded by those properties benefiting from the improvement. The County will build the project, using revenue bonds from the RID participants. The 2007-2012 TIP does not project any revenues from RID's. Clark County will pursue a Road Improvement District if a project is applicable and the adjacent property owners express an interest in the program.

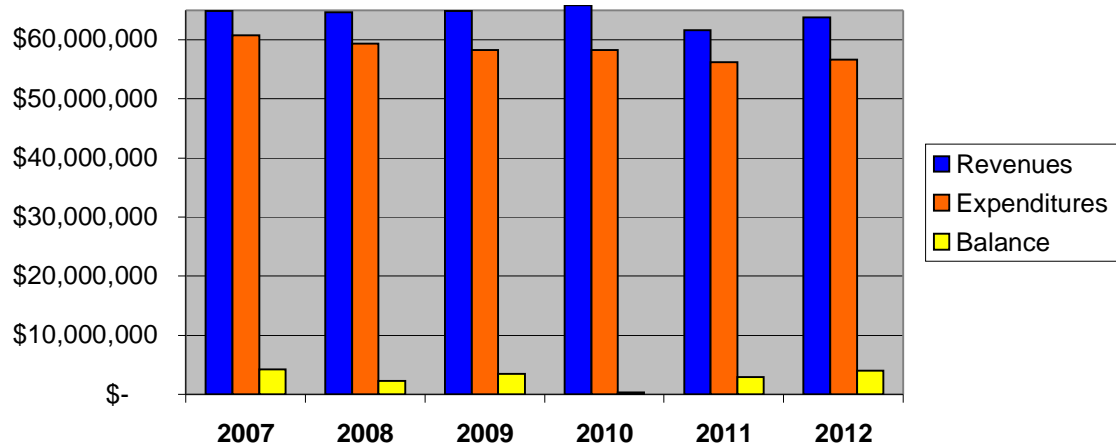
**Frontage Improvement Agreements (Private).** A developer may enter into a frontage improvement agreement with the County where the developer pays the County for improvements along their road frontage. Most developments are required to construct frontage improvements (i.e. travel lanes, bike lanes, sidewalks, drainage) and in cases where the development abuts a proposed road improvement project, it is often beneficial for the County to construct the improvements as part of the capital project.

**Private/Latecomers (Private).** According to State law and Clark County Code 12.36, new developments and re-developments may be charged "Latecomer Fees" by the County for improvements that would have been required as a part of the development, but are scheduled to be constructed by the County. These latecomer fees are collected as a reimbursement to the County for that expense. All projects shown on the six-year program matrix are considered eligible for latecomer reimbursement.



**Figure 1: 2007-2012 County Road Fund Breakdown**

## 2007 - 2012 TIP Road Fund Forecast

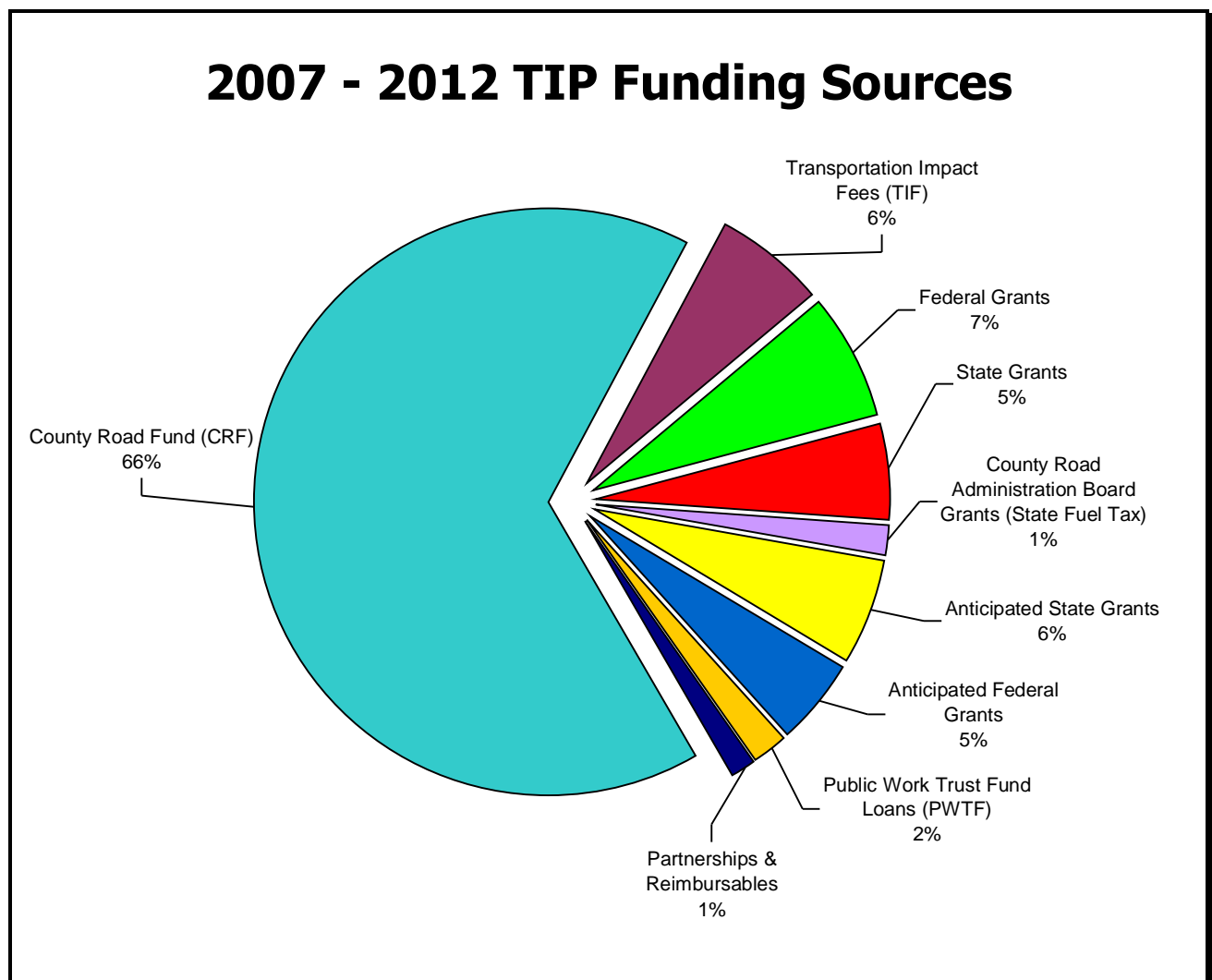


**Figure 2: 2007-2012 TIP Road Fund Forecast (Includes all Revenue Sources)**

## TIP EXPENDITURES

The expenditures in the 2007-2012 Transportation Improvement Program are from a combination of the sources discussed in prior pages. Figure 3 indicates the percentage each source contributes to the TIP. The County Road Fund accounts for over half of the TIP expenditures, with various grants and traffic impact fees covering remaining costs.

Figure 4 depicts what types of projects the TIP focuses on. Improving safety and mobility is the focus of the program. It is important to note that all projects include aspects of economic development, safety, and mobility and projects generally must include benefits to at least two of those three categories to score highly on the TIP. Typically, projects score higher on safety or mobility as compared to economic development and so the chart appears skewed toward those categories.



**Figure 3: 2007-2012 TIP Funding Sources**



## REASONABLY FUNDED PROJECTS

For purposes of concurrency evaluation, all improvement projects that are completely funded (and grant money is obligated) within the first three years of the TIP are considered reasonably funded. These projects include the following:

### Ongoing Programs (locations to be determined)

- Transportation Safety Improvement Program
- Sidewalks and ADA Compliance Program
- Road Preservation Program
- Unprogrammed/Advanced Right-of-Way Purchases Program
- Neighborhood Traffic Management Program
- Environmental Impact Mitigation Program

<u>Improvement Projects</u>	<u>TIP Priority</u>
• Kline Line Bridge #1	B <sup>1</sup>
• NE 63 <sup>rd</sup> Street – NE Andresen Road to Interstate 205	C
• NE 72 <sup>nd</sup> Avenue – North of NE 88 <sup>th</sup> Street to NE 110 Street	D
• NE St. Johns Road – NE 50 <sup>th</sup> Avenue to NE 72 <sup>nd</sup> Avenue	F

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<sup>1</sup> Lettered Projects = Obligated projects in the Priority Array

## 2007 - 2012 Transportation Improvement Program Project Ranking and Evaluation System (Priority Array)

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (10)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)	Economic Development (20)	Leverage of Funding (6)	Spent to Date*	Total (100)
1	NE 99th Street - NE 72nd Avenue to NE 94th Avenue	24	10	4	1	10	0	0	19	0	0	68
2	NE Highway 99 - NE 99th Street to NE 119th Street	26	8	8	4	4	2	1	12	0	0	65
3	NE 179th Street - NE Union Road to NE 29th Avenue	27	10	0	3	6	0	1	12	0	0	59
4	NE 10th Avenue - NE 141st Street to NE 149th Street	22	8	0	0	6	6	2	14	0	0	58
5	NE 99th Street - NE 117th Avenue (SR-503) to NE 137th Avenue	10	8	8	2	6	5	0	17	0	0	56
6	NE 99th Street - NE 94th Avenue to NE 117th Avenue (SR-503)	19	10	6	1	6	5	0	8	0	0	55
7	NE 119th Street - Salmon Creek Avenue to NE 72nd Avenue	22	8	0	1	6	0	0	16	0	0	53
8	NE 94th Avenue - Padden Parkway to NE 119th Street	8	10	8	1	10	4	0	11	0	0	52
9	NE 10th Avenue - NE 149th Street to NE 164th Street	6	10	10	1	10	0	0	15	0	0	52
10	NE 88th Street - Highway 99 to St. Johns Road	19	8	0	3	6	2	0	13	0	0	51
11	NE 119th Street - NE 72nd Avenue to NE 117th Avenue (SR-503)	15	10	0	1	4	0	0	20	0	0	50
12	NE/NW 199th Street - NW 11th Avenue to NE 10th Avenue	26	4	0	2	2	0	1	16	0	0	50
13	NE 99th Street - St. Johns Road to NE 72nd Avenue	11	10	0	1	8	0	0	19	0	0	49
14	NE St. Johns Road - NE 68th Street to NE 50th Avenue	17	4	0	0	6	4	1	17	0	0	49
15	NE 20th/15th Avenue - NE 154th Street to NE 15th Avenue	12	8	0	2	10	2	0	13	0	0	47

\*Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.

## 2007 - 2012 Transportation Improvement Program Project Ranking and Evaluation System (Priority Array)

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (10)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)	Economic Development (20)	Leverage of Funding (6)	Spent to Date*	Total (100)
16	NE Hazel Dell Avenue - NE 99th Street to NE 114th Street	19	8	4	4	4	5	1	1	0	0	46
17	NW 119th Street - NW 7th Avenue to NW 16th Avenue	25	8	0	2	6	4	1	0	0	0	46
18	NE 142nd Avenue - NE 159th Street to NE 199th Street	27	4	0	1	6	0	0	7	0	0	45
19	NE Delfel Road - NE 184th Street to NE 199th Street	10	8	0	1	6	0	0	20	0	0	45
20	NE 47th Avenue - NE 63rd Street to NE 78th Street	13	10	0	0	4	3	0	15	0	0	45
21	NE Salmon Creek Avenue - WSU Entrance to NE 50th Avenue	27	8	0	1	6	0	0	1	0	0	43
22	NE 15th Avenue - NE 179th Street to NE 10th Avenue (SR-502)	9	8	0	1	4	0	1	20	0	0	43
23	NW 11th Avenue - NW 139th Street to NW 149th Street	8	6	4	2	10	0	0	11	0	0	41
24	NE 119th Street - NE 117th Avenue to NE 152nd Avenue	14	8	2	2	6	0	0	9	0	0	41
25	NE 92nd Avenue - NE 119th Street to NE 159th Street	18	4	0	1	6	0	0	12	0	0	41
26	NE 179th Street - NE Cramer Road to NE 112th Avenue	13	10	0	1	10	0	1	5	0	0	40
27	NE 88th Street Overcrossing - NE Hazel Dell Avenue to NE Highway 99	3	10	8	3	4	0	1	11	0	0	40
28	NE 119th Street - NE 152nd Avenue to NE 172nd Avenue	24	8	0	1	6	0	0	1	0	0	40
29	NE 29th Avenue - NE 134th Street to NE 179th Street	13	8	0	1	6	0	0	12	0	0	40
30	NE 199th Street - NE 10th Avenue (SR-502) to NE 15th Avenue	9	8	0	1	6	0	0	16	0	0	40

\*Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.

## 2007 - 2012 Transportation Improvement Program Project Ranking and Evaluation System (Priority Array)

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (10)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)	Economic Development (20)	Leverage of Funding (6)	Spent to Date*	Total (100)
31	NE 10th Avenue - NE 164th Street to Fairgrounds Entrance	8	8	0	1	6	1	0	16	0	0	40
32	NE Highway 99 - NE 63rd Street to NE 99th Street	13	0	0	3	6	4	1	13	0	0	40
33	NE 50th Avenue - NE LaLonde Drive to NE 119th Street	10	8	0	3	6	2	0	10	0	0	39
34	NE 72nd Avenue - NE 65th Street to NE 78th Street	11	0	6	2	6	1	1	12	0	0	39
35	NE 72nd Avenue at NE 239th Street - Intersection	24	4	0	0	6	4	0	0	0	0	38
36	NE Rosewood Avenue - NE 102nd Avenue to NE 117th Avenue (SR-503)	12	10	0	0	6	5	0	5	0	0	38
37	NW Seward Road - NW Bliss Road to NW 41st Avenue	24	4	0	1	4	4	0	0	0	0	37
38	NE 192nd Avenue - SE 1st Street to NE 18th Street	11	10	0	1	6	4	1	4	0	0	37
39	NE Highway 99 - NE 122nd Street to NE 129th Street	9	8	0	3	4	1	0	12	0	0	37
40	NE 107th Avenue - NE Covington Road to NE 99th Street	11	4	0	3	6	5	0	8	0	0	37
41	NW 31st Avenue - Ridgefield City Limits to NW 319th Street	7	4	0	1	6	0	0	19	0	0	37
42	NE 72nd Avenue - NE 119th Street to NE 133rd Street	21	8	0	0	0	1	1	5	0	0	36
43	NE Delfel Road - NE 179th Street to NE 184th Street	7	8	0	1	2	0	0	18	0	0	36
44	NE Lockwood Creek Road - NE 60th Avenue to NE 74th Avenue	23	4	0	0	8	0	1	0	0	0	36
45	NE 130th Avenue - Padden Parkway to NE 99th Street	9	4	0	1	10	4	0	7	0	0	35

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## 2007 - 2012 Transportation Improvement Program Project Ranking and Evaluation System (Priority Array)

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (10)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)	Economic Development (20)	Leverage of Funding (6)	Spent to Date*	Total (100)
46	NE 25th Avenue - Minnehaha Street to NE 78th Street	2	10	0	1	10	0	0	12	0	0	35
47	NE 88th Street/NE 182nd Avenue - NE Ward Road to NE 83rd Street	19	4	4	1	6	0	0	0	0	0	34
48	NW Bratton Road - Pacific Highway to NW 29th Avenue	22	4	0	1	4	2	0	0	0	0	33
49	NE 68th Street - Highway 99 to St. Johns Road	11	4	0	1	4	0	0	13	0	0	33
50	NE 137th Avenue at NE 76th Street - Intersection	12	2	6	0	6	6	0	1	0	0	33
51	NW Timmen Road - NW Spencer Road to NW La Center Road	19	4	0	0	4	4	0	1	0	0	32
52	NE 78th Street - Ward Road to NE 162nd Avenue	18	4	0	0	4	4	0	2	0	0	32
53	NE 50th Avenue - NE 119th Street to NE 139th Street	11	8	0	0	6	5	0	2	0	0	32
54	NE 99th Street - NE 137th Avenue to NE 152nd Avenue	9	8	0	2	6	4	0	3	0	0	32
55	NW 11th Avenue - NW 149th Street to NW 179th Street	10	4	0	1	6	0	0	11	0	0	32
56	NW 209th Street - NW Delfell Road to NW 31st Avenue	13	4	0	1	4	0	0	10	0	0	32
57	NW 41st Avenue - NW 169th Street to NW 182nd Street	23	4	0	1	4	0	0	0	0	0	32
58	NE 179th Street - NE 50th Avenue to Cramer Road	14	8	0	1	6	0	1	1	0	0	31
59	NE 50th Avenue - NE 139th Street to NE 159th Street	13	8	0	1	6	0	0	3	0	0	31
60	NE 58th Street - NE Andresen Road to NE 81st Avenue	17	4	0	0	4	5	0	1	0	0	31

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## 2007 - 2012 Transportation Improvement Program Project Ranking and Evaluation System (Priority Array)

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (10)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)	Economic Development (20)	Leverage of Funding (6)	Spent to Date*	Total (100)
61	NW 119th Street - NW 16th Avenue to NW 36th Avenue	8	8	0	4	6	4	1	0	0	0	31
62	NE 63rd Street - Interstate 205 to Covington Road	8	8	0	1	6	5	0	2	0	0	30
63	NW 11th / 16th Avenue - NW 99th Street to NW 119th Street	14	4	4	0	4	4	0	0	0	0	30
64	SE 23rd Street / SE 30th Street - SE 23rd Street/303rd Avenue & SE 30th Street/303rd Avenue	23	4	0	0	2	1	0	0	0	0	30
65	NE Brothers Road - NE 31st Avenue to NE 41st Avenue	15	4	0	1	6	4	0	0	0	0	30
66	SE 23rd Street - SE 283rd Avenue to SE 303rd Avenue	18	4	0	0	6	0	0	2	0	0	30
67	NE 179th Street - NE 29th Avenue to NE 50th Avenue	10	6	0	0	6	0	1	7	0	0	30
68	NE 152nd Avenue - NE Ward Road to NE 99th Street	11	4	0	2	6	4	0	2	0	0	29
69	NE 182nd Avenue at NE 159th Street - Intersection	8	4	6	1	6	4	0	0	0	0	29
70	SE 15th Street - City Camas Limits to SE 283rd Avenue	11	8	0	1	8	0	0	1	0	0	29
71	NE 172nd Avenue - NE 18th Street to NE 39th Street	8	8	0	0	6	4	1	2	0	0	29
72	NE Salmon Creek Avenue - NE 50th Avenue to NE 159th Street	16	4	0	1	6	0	0	1	0	0	28
73	NE 10th Avenue/Timmen Road - NE 264th Street to La Center Road	12	4	0	0	6	0	0	6	0	0	28
74	NE Goodwin Road / NE 28th Street - NE 202nd Avenue to NE 232nd Avenue	10	8	0	1	6	0	0	3	0	0	28
75	NE Padden Parkway at SR-503 - Interchange	3	0	6	3	4	4	1	7	0	0	28

\*Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.

## 2007 - 2012 Transportation Improvement Program Project Ranking and Evaluation System (Priority Array)

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (10)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)	Economic Development (20)	Leverage of Funding (6)	Spent to Date*	Total (100)
76	NW Lakeshore Drive - NW 78th Street to McCann Road	10	8	0	3	6	0	1	0	0	0	28
77	SE 20th Street - Camas City Limits to Vancouver City Limits	9	6	0	0	6	4	0	3	0	0	28
78	NW 21st Avenue - NW 99th Street to NW 119th Street	12	4	0	3	4	4	0	0	0	0	27
79	NE 63rd Street at NE 58th Avenue - Intersection	4	0	0	0	4	6	1	12	0	0	27
80	NE 182nd Avenue - NE 159th Street to Risto Road	15	4	0	1	6	0	0	0	0	0	26
81	NE 259th Street - NE 10th Avenue to NE 45th Avenue	9	4	0	1	6	0	0	6	0	0	26
82	NE 50th Avenue - NE 159th Street to NE 179th Street	9	8	0	0	6	0	0	3	0	0	26
83	NE Highway 99 at NE 102nd Street - Intersection	2	0	6	2	0	6	0	10	0	0	26
84	NE 182nd Avenue - SR-500 to NE 83rd Street	11	4	0	1	6	1	0	2	0	0	25
85	NE 164th Street - NE 182nd Avenue to NE 202nd Avenue	10	4	0	1	6	4	0	0	0	0	25
86	NE 44th Street - NE St. Johns Road to NE 54th Avenue	10	4	0	0	6	5	0	0	0	0	25
87	NE 99th Street - NE 152nd Avenue to NE 172nd Avenue	8	8	0	1	6	0	0	2	0	0	25
88	NW Krieger Road - NW 179th Street to NW 192nd Street	14	4	0	1	6	0	0	0	0	0	25
89	NE Ward Road - NE 162nd Avenue to NE 182nd Avenue	9	6	4	0	6	0	0	0	0	0	25
90	NW Bliss Road at NW 21st Avenue - Intersection	4	0	6	2	6	6	0	0	0	0	24

\*Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.

## 2007 - 2012 Transportation Improvement Program Project Ranking and Evaluation System (Priority Array)

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (10)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)	Economic Development (20)	Leverage of Funding (6)	Spent to Date*	Total (100)
91	NE 159th Street - NE Parkinen Road to NE 182nd Avenue	12	4	0	1	6	0	0	0	0	0	23
92	NE 72nd Avenue - SR-502 to NE 259th Street	12	4	0	0	6	0	1	0	0	0	23
93	NE 82nd Avenue at NE 259th Street - Intersection	9	4	0	0	6	4	0	0	0	0	23
94	NE 99th Street at NE Hazel Dell Avenue - Intersection	5	0	6	2	6	4	0	0	0	0	23
95	NE Robinson Road at SR-500 - Intersection	8	4	0	0	6	4	0	0	0	0	22
96	NE 50th Avenue - NE 179th Street to NE 199th Street	8	8	0	0	6	0	0	0	0	0	22
97	NE Gabriel Road - Lewisville Hwy (SR-503) to NE Kelly Road	11	4	0	1	6	0	0	0	0	0	22
98	NW 179th Street - NW 11th Avenue to NW 41st Avenue	11	4	0	1	6	0	0	0	0	0	22
99	NW 179th Street - NW 41st Avenue to Krieger Road	13	4	0	1	4	0	0	0	0	0	22
100	NW 119th Street - NW 31st Avenue to NW 36th Avenue	6	8	0	3	0	4	0	0	0	0	21
101	NE 40th Street - NE 54th Avenue to NE 66th Avenue	6	4	0	0	6	4	0	1	0	0	21
102	NW Hayes Road - NW 34th Avenue to NW 21st Avenue	11	4	0	1	4	0	1	0	0	0	21
103	NE 71st Street - SR-503 to NE 124th Avenue	8	0	0	0	2	5	1	5	0	0	21
104	NW Timmen Road/NW 10th Avenue - NW Spencer Road to NW 279th Street	8	4	0	0	2	5	0	2	0	0	21
105	NW 94th Street - NW 21st Avenue to NW 9th Avenue	10	4	0	0	2	4	0	0	0	0	20

\*Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.



## 2007 - 2012 Transportation Improvement Program Project Ranking and Evaluation System (Priority Array)

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (10)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)	Economic Development (20)	Leverage of Funding (6)	Spent to Date*	Total (100)
106	NE 182nd Avenue - NE 119th Street to NE 159th Street	10	4	0	1	4	0	0	0	0	0	19
107	NE J.A. Moore Road - NE 290th Street to NE 297th Street	9	4	0	0	6	0	0	0	0	0	19
108	NW 36th Avenue at McCann Road - Intersection	3	4	4	3	0	4	1	0	0	0	19
109	SE Bybee Road - SE 20th Street and SE 192nd Avenue	7	0	0	0	0	4	0	6	0	0	17
110	NE 112th Avenue at NE 199th Street - Intersection	8	0	0	0	2	4	0	2	0	0	16
111	NE 72nd Avenue - NE 133rd Street to NE 179th Street	9	0	0	0	6	0	0	1	0	0	16
112	NE 379th Street at NE 94th Avenue - Intersection	7	4	0	0	4	0	0	0	0	0	15
113	NE 72nd Avenue - NE 179th Street to NE 219th Street	9	0	0	0	2	0	0	0	0	0	11

\*Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.

## 2007 - 2012 Transportation Improvement Program Project Funding Analysis

				2007			2008			2009			2010			2011			2012					
Rank	Project	Phase	Spent to Date	CRF	TIF	Grants/Loans/Other	CRF	TIF	Grants/Loans/Other	CRF	TIF	Grants/Loans/Other	CRF	TIF	Grants/Loans/Other	CRF	TIF	Grants/Loans/Other	CRF	TIF	Grants/Loans/Other	Cost to Complete	Project Total	TIF Eligibility
IMPROVEMENT PROJECTS																								
A	Cedar Creek #65 Bridge Replacement - NE Etna Road at WO Number: TBD	PE	0	0	0	0	0	0	200,000	0	0	100,000	0	0	0	0	0	0	0	0	0	0	300,000	
		ROW	0	0	0	0	0	0	0	0	0	40,000	0	0	0	0	0	0	0	0	0	0	40,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	2,000,000	0	0	0	0	0	0	2,000,000	
		TOTAL	0	0			200,000			140,000			2,000,000			0			0			0	2,340,000	
B	Klineline Bridge #1 - NE Highway 99 at Salmon Creek WO Number: 341322	PE	646,000	150,000	0	0	50,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	846,000	
		ROW	398,000	50,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	448,000	
		CN	0	100,000	0	0	2,327,000	0	2,040,000	1,000,000	0	1,000,000	0	0	0	0	0	0	0	0	0	0	6,467,000	
		TOTAL	1,044,000	300,000			4,417,000			2,000,000			0			0			0			0	7,761,000	
C	NE 63rd Street - NE Andresen Road to Interstate 205 WO Number: 330422	PE	737,000	0	10,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	747,000	3,664,698 Orchards
		ROW	1,700,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,700,000	
		CN	0	2,105,000	80,000	2,900,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,085,000	
		TOTAL	2,437,000	5,095,000			0			0			0			0			0			0	7,532,000	
D	NE 72nd Avenue - North of NE 88th Street to NE 110th Street WO Number: 310122	PE	1,157,000	10,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,167,000	1,811,153 Orchards
		ROW	1,069,000	0	297,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,366,000	
		CN	0	300,000	230,000	1,530,000	2,500,000	660,000	1,700,000	0	0	0	0	0	0	0	0	0	0	0	0	0	6,920,000	
		TOTAL	2,226,000	2,367,000			4,860,000			0			0			0			0			0	9,453,000	
E	NE 88th Street - St. Johns Road to NE Andresen Road WO Number: 321022	PE	728,000	72,000	0	0	20,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	820,000	1,488,115 Orchards
		ROW	1,680,000	190,000	60,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,930,000	
		CN	0	100,000	0	0	1,400,000	0	1,000,000	1,097,000	958,000	1,000,000	0	0	0	0	0	0	0	0	0	0	5,555,000	
		TOTAL	2,408,000	422,000			2,420,000			3,055,000			0			0			0			0	8,305,000	
F	NE St. Johns Road - NE 50th Avenue to NE 72nd Avenue WO Number: 301422	PE	1,108,000	0	90,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,198,000	3,527,137 Orchards
		ROW	3,709,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,709,000	
		CN	3,000	5,625,000	1,880,000	1,330,000	1,023,000	494,000	3,329,000	0	0	0	0	0	0	0	0	0	0	0	0	0	13,684,000	
		TOTAL	4,820,000	8,925,000			4,846,000			0			0			0			0			0	18,591,000	
G	NE Ward Road / NE 172nd Avenue - Intersection realignment WO Number: 350422	PE	1,213,000	500,000	0	0	669,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,382,000	
		ROW	1,082,000	100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,182,000	
		CN	4,000	0	0	0	3,540,000	0	475,000	3,900,000	0	2,160,000	0	0	0	0	0	0	0	0	0	0	10,079,000	
		TOTAL	2,299,000	600,000			4,684,000			6,060,000			0			0			0			0	13,643,000	
H	Salmon Creek Interchange Project - Phase 1 WO Number: 330322	PE	1,122,000	20,000	0	728,000	0	80,000	0	0	0	350,000	0	0	0	0	0	0	0	0	0	0	2,300,000	7,890,535 Mt. Vista
		ROW	3,586,000	0	0	1,629,000	0	0	785,000	3,586,000	0	0	0	0	0	0	0	0	0	0	0	0	6,000,000	
		CN	0	0	0	0	0	0	0	0	0	3,243,000	5,400,000	20,000	3,100,000	3,000,000	0	858,000	1,900,000	700,000	630,000	16,849,000	35,700,000	
		TOTAL	4,708,000	2,377,000			865,000			3,593,000			8,520,000			3,858,000			3,230,000			16,849,000	44,000,000	
I	Moorehaven Slide Stabilization - Pacific Highway/Moorehaven Area WO Number: 392212	PE	106,000	50,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	194,000	350,000	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	0	200,000	0	0	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,532,000	2,932,000	
		TOTAL	106,000	250,000			200,000			0			0			0			0			2,726,000	3,282,000	
J	Salmon Creek Interchange - Traffic Signal Optimization WO Number: TBD	PE	0	20,000	0	0	20,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40,000	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	0	0	0	0	0	0	500,000	520,000	0	0	0	0	0	0	0	0	0	0	0	0	1,020,000	
		TOTAL	0	20,000			520,000			520,000			0			0			0			0	1,060,000	
K	Miscellaneous Projects - Various Locations WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	183,000	100,000	0	0	100,000	0	0	100,000	0	0	100,000	0	0	100,000	0	0	100,000	0	0	0	0	
		TOTAL	183,000	100,000			100,000			100,000			100,000			100,000			100,000			0	0	

## 2007 - 2012 Transportation Improvement Program Project Funding Analysis

R a n k	Project	Phase	Spent to Date	2007			2008			2009			2010			2011			2012			Cost to Complete	Project Total	TIF Eligibility
				CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other			
L	Chelatchie Prairie Rail Trail - Burnt Bridge Creek/I-5 to NE Healy Road WO Number: 361212	PE	0	40,000	0	307,000	5,000	0	5,000	0	0	0	0	0	0	0	0	0	0	0	0	0	357,000	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	0	0	0	0	0	0	243,000	0	0	0	0	0	0	0	0	0	0	0	0	0	243,000	
		TOTAL	0	347,000			253,000			0			0			0			0			0	600,000	
1	NE 99th Street - NE 72nd Avenue to NE 94th Avenue WO Number: TBD	PE	0	50,000	0	0	0	0	0	0	0	0	0	0	0	200,000	0	0	100,000	0	0	359,000	709,000	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,882,000	3,882,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,619,000	6,619,000	
		TOTAL	0	50,000			0			0			0			200,000			100,000			10,860,000	11,210,000	
2	NE Highway 99 - NE 99th Street to NE 119th Street WO Number: 351022	PE	378,000	50,000	0	0	200,000	0	0	100,000	0	500,000	0	0	500,000	0	0	0	0	0	0	472,000	2,200,000	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,000,000	6,000,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13,800,000	13,800,000	
		TOTAL	378,000	50,000			200,000			600,000			500,000			0			0			20,272,000	22,000,000	
3	NE 179th Street - NE Union Road to NE 29th Avenue WO Number: 381122	PE	635,000	0	200,000	0	27,000	62,000	0	0	30,000	0	0	0	0	0	0	0	0	0	0	954,000		6,112,980 Mt. Vista
		ROW	1,576,000	0	469,000	500,000	410,000	0	0	0	148,000	0	0	0	0	0	0	0	0	0	0	3,882,000		
		CN	1,000	0	0	0	0	0	0	0	0	0	4,000,000	1,350,000	1,300,000	1,893,000	860,000	900,000	0	0	0	10,304,000		
		TOTAL	2,212,000	1,669,000			899,000			178,000			6,650,000			3,653,000			0			14,761,000		
4	NE 10th Avenue - NE 141st Street to NE 149th Street WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	20,000	0	0	0	0	0	0	0	0	20,000		
		ROW	0	0	0	0	0	0	0	0	0	0	451,000	0	0	0	0	0	0	0	0	651,000		
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000,000	0	0	2,200,000	0	0	3,200,000		
		TOTAL	0	0			0			0			471,000			1,200,000			2,200,000			3,871,000		
5	NE 99th Street - NE 117th Avenue (SR-503) to NE 137th Avenue WO Number: 330522	PE	115,000	70,000	0	0	15,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200,000		
		ROW	140,000	662,000	0	600,000	0	0	100,000	0	0	0	0	0	0	0	0	0	0	0	0	1,502,000		
		CN	0	0	0	0	0	0	0	3,933,000	0	0	0	0	0	0	0	0	0	0	0	3,933,000		
		TOTAL	255,000	1,332,000			115,000			3,933,000			0			0			0			5,635,000		
6	NE 99th Street - NE 94th Avenue to NE 117th Avenue (SR-503) WO Number: 350722	PE	162,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	638,000	0	0	800,000		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,838,000		
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,000,000		
		TOTAL	162,000	0			0			0			0			0			638,000			8,838,000	9,638,000	
7	NE 119th Street - Salmon Creek Avenue to NE 72nd Avenue WO Number: 340622	PE	371,000	0	0	0	200,000	200,000	0	150,000	0	0	79,000	0	0	0	0	0	0	0	0	1,000,000		1,132,058 Hazel Dell
		ROW	0	0	0	0	0	0	0	0	300,000	700,000	713,000	502,000	200,000	0	0	0	0	0	0	2,415,000		
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	2,300,000	0	500,000	5,532,000	0	800,000	9,132,000		
		TOTAL	371,000	0			400,000			1,150,000			1,494,000			2,800,000			6,332,000			12,547,000		
8	NE 94th Avenue - Padden Parkway to NE 119th Street WO Number: 350822	PE	175,000	10,000	0	0	0	0	0	0	0	0	690,000	0	0	274,000	0	0	0	0	0	1,149,000		
		ROW	0	100,000	0	0	0	0	0	0	0	0	0	0	0	400,000	0	0	600,000	0	1,100,000	4,051,000		
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12,100,000		
		TOTAL	175,000	110,000			0			0			690,000			674,000			1,700,000			16,151,000	19,500,000	
9	NE 10th Avenue - NE 149th Street to NE 164th Street WO Number: TBD	PE	0	500,000	0	0	200,000	0	0	0	0	0	0	0	0	0	0	0	48,000	0	0	748,000		
		ROW	0	0	0	0	200,000	0	0	583,000	0	0	0	0	0	0	0	0	0	0	0	783,000		
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,500,000	0	0	3,182,000		
		TOTAL	0	500,000			400,000			583,000			0			0			2,548,000			3,182,000	7,213,000	
10	NE 88th Street - Highway 99 to St. Johns Road WO Number: 330222	PE	841,000	50,000	0	0	204,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,095,000		
		ROW	3,000	100,000	0	0	0	0	600,000	1,450,000	0	200,000	1,696,000	0	0	0	0	0	0	0	0	4,049,000		
		CN	0	0	0	0	0	0	0	0	0	0	2,007,000	0	0	6,500,000	0	0	0	0	0	8,507,000		
		TOTAL	844,000	150,000			804,000			1,650,000			3,703,000			6,500,000			0			13,651,000		

## 2007 - 2012 Transportation Improvement Program Project Funding Analysis

				2007			2008			2009			2010			2011			2012						
Rank	Project	Phase	Spent to Date	CRF	TIF	Grants/Loans/Other	CRF	TIF	Grants/Loans/Other	CRF	TIF	Grants/Loans/Other	CRF	TIF	Grants/Loans/Other	CRF	TIF	Grants/Loans/Other	CRF	TIF	Grants/Loans/Other	Cost to Complete	Project Total	TIF Eligibility	
11	NE 119th Street - NE 72nd Avenue to NE 117th Avenue (SR- WO Number: 340722	PE	356,000	0	0	0	0	0	0	0	0	0	294,000	0	750,000	0	0	0	0	0	0	0	1,400,000		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	900,000	0	0	2,000,000	0	0	3,441,000		6,341,000
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18,835,000		18,835,000
		TOTAL	356,000	0			0			0			1,044,000			900,000			2,000,000			22,276,000	26,576,000		
12	NE/NW 199th Street - NW 11th Avenue to NE 10th Avenue WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	600,000	0	0	200,000	0	0	0	0	800,000	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400,000	0	0	0	0	400,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,200,000	3,200,000		
		TOTAL	0	0			0			0			0			600,000			600,000			3,200,000	4,400,000		
13	NE 99th Street - St. Johns Road to NE 72nd Avenue WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	883,000	0	0	500,000	1,383,000		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,325,000	9,325,000		
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,177,000	5,177,000		
		TOTAL	0	0			0			0			0			0			883,000			15,002,000	15,885,000		
14	NE St. Johns Road - NE 68th Street to NE 50th Avenue WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500,000	0	0	1,000,000	1,500,000		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,378,000	3,378,000		
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11,450,000	11,450,000		
		TOTAL	0	0			0			0			0			0			500,000			15,828,000	16,328,000		
CARRY OVER PROJECTS																									
C/O	Betts Bridge #26 Replacement - NE Salmon Creek Avenue at WO Number: 321222	PE	735,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	735,000			
		ROW	1,143,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,143,000		1,143,000	
		CN	4,720,000	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4,920,000	4,920,000
		TOTAL	6,598,000	200,000			0			0			0			0			0			0		6,798,000	
C/O	NE Heisson Road at NE 244th Street - Intersection WO Number: 330722	PE	188,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	188,000			
		ROW	35,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35,000		35,000	
		CN	750,000	0	0	100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		850,000	850,000
		TOTAL	973,000	100,000			0			0			0			0			0			0		1,073,000	
C/O	NE Padden Parkway - Andresen Road to NE 94th Avenue WO Number: 392722	PE	806,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	806,000	1,101,443 Orchards		
		ROW	46,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46,000		46,000	
		CN	6,638,000	30,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,668,000		6,668,000	
		TOTAL	7,490,000	30,000			0			0			0			0			0			0		7,520,000	
C/O	NE 15th Avenue - NE Union Road to NE 179th Street WO Number: 382822	PE	838,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	838,000	3,592,272 Mt. Vista		
		ROW	1,690,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,690,000		1,690,000	
		CN	4,000,000	600,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,600,000		4,600,000	
		TOTAL	6,528,000	600,000			0			0			0			0			0			0		7,128,000	
C/O	NW 117th/119th Street - NW 7th Avenue to Hazel Dell Avenue WO Number: 381022	PE	780,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	780,000	2,758,078 Hazel Dell		
		ROW	1,679,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,679,000		1,679,000	
		CN	6,160,000	0	150,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,310,000		6,310,000	
		TOTAL	8,619,000	150,000			0			0			0			0			0			0		8,769,000	
C/O	NE 117th Street - Hazel Dell Avenue to Highway 99 WO Number: 320322	PE	515,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	515,000			
		ROW	978,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	978,000		978,000	
		CN	4,077,000	75,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,152,000		4,152,000	
		TOTAL	5,570,000	75,000			0			0			0			0			0			0		5,645,000	
ONGOING PROGRAMS																									
NA	Transportation Safety Improvement Program - TBD WO Number: TBD	PE	513,700	25,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	538,700			
		ROW	38,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38,000		38,000	
		CN	2,239,632	435,000	0	677,000	450,000	0	0	450,000	0	0	450,000	0	0	450,000	0	0	450,000	0	0	0		5,601,632	5,601,632
		TOTAL	2,791,332	1,137,000			450,000			450,000			450,000			450,000			450,000			0		6,178,332	

## 2007 - 2012 Transportation Improvement Program Project Funding Analysis

				2007			2008			2009			2010			2011			2012					
R a n k	Project	Phase	Spent to Date	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	Cost to Complete	Project Total	TIF Eligibility
NA	Road Preservation Program - TBD  WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	0	3,225,000	0	575,000	3,224,000	0	576,000	3,300,000	0	500,000	3,550,000	0	500,000	3,550,000	0	500,000	3,550,000	0	500,000	0	23,550,000	
		TOTAL	0	3,800,000			3,800,000			3,800,000			4,050,000			4,050,000			4,050,000			0	23,550,000	
NA	Unprogrammed / Advanced Right-of-Way Purchases Program - TBD  WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		ROW	770,000	200,000	0	0	300,000	0	0	300,000	0	0	300,000	0	0	300,000	0	0	300,000	0	0	0	2,470,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		TOTAL	770,000	200,000			300,000			300,000			300,000			300,000			300,000			0	2,470,000	
NA	Environmental Impact Mitigation Program - TBD  WO Number: TBD	PE	210,740	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	210,740	
		ROW	18,800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18,800	
		CN	2,642,500	500,000	0	0	500,000	0	0	250,000	0	0	250,000	0	0	375,000	0	0	375,000	0	0	0	4,892,500	
		TOTAL	2,872,040	500,000			500,000			250,000			250,000			375,000			375,000			0	5,122,040	
NA	Neighborhood Traffic Management Program - TBD  WO Number: TBD	PE	157,000	30,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	187,000	
		ROW	120,800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120,800	
		CN	918,300	0	0	0	500,000	0	0	150,000	0	0	150,000	0	0	150,000	0	0	150,000	0	0	0	2,018,300	
		TOTAL	1,196,100	30,000			500,000			150,000			150,000			150,000			150,000			0	2,326,100	
NA	Sidewalks and ADA Compliance Program - TBD  WO Number: TBD	PE	348,000	10,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	358,000	
		ROW	76,000	0	0	70,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	146,000	
		CN	991,000	454,000	0	79,000	450,000	0	0	400,000	0	0	400,000	0	0	400,000	0	0	400,000	0	0	0	3,574,000	
		TOTAL	1,415,000	613,000			450,000			400,000			400,000			400,000			400,000			0	4,078,000	
TOTALS																								
Annual Totals by Funding				17,108,000	3,466,000	11,025,000	18,734,000	1,496,000	11,953,000	17,683,000	1,436,000	9,793,000	20,550,000	1,872,000	8,350,000	22,592,000	860,000	2,758,000	22,826,000	700,000	3,030,000	6-Year TIP Total: \$176,232,000		
Annual Totals by Phase				PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN			
				2,992,000	5,027,000	23,580,000	2,157,000	2,795,000	27,231,000	1,230,000	3,721,000	23,961,000	2,333,000	3,862,000	24,577,000	1,074,000	1,800,000	23,336,000	2,369,000	4,400,000	19,787,000			
Annual Totals				31,599,000			32,183,000			28,912,000			30,772,000			26,210,000			26,556,000					

# ANNUAL CONSTRUCTION PROGRAM FOR 2007

## (7) TYPE OF WORK CODES

A. GRADING DRAINAGE  
 B. BASE TOP COURSE  
 C. BITUM SURF TREATMENT  
 D. AC/PCC PAVEMENT  
 E. CURBS GUTTERS  
 F. SIDEWALKS  
 G. TRAFFIC FACILITIES  
 H. PATHS, TRAILS, BIKEWAYS  
 I. BRIDGES  
 J. FERRY FACILITIES  
 K. ENVIRONMENTAL MITIGATION  
 L. FISH PASSAGE

## DAY LABOR COMPUTATION

(A) TOTAL CONSTRUCTION PROGRAM (Columns 15 + 16) \$20,750,400  
 (B) COMPUTED DAY LABOR LIMIT \$3,112,560  
 (C) TOTAL DAY LABOR CONST. PROGRAM (Columns 16) \$640,640

LINE (C) MUST BE SMALLER THAN LINE (B)

## CLARK COUNTY

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Environmental Assessment: S= Significant I= Insignificant E= Exempt

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Item No.	6YR Rank	Road Log No.	ROAD/PROJECT NAME AND LOCATION (Brief termini description or MP's; Bridge#)	Project Length (miles)	Func. Class	Work Code(s)	Environ. Assessmt.	Source of Funds (\$1,000'S)			Estimated Expenditures (\$1,000'S)					Total
								County	Other Funds	Source(Amount)	PE	ROW	CE	Construction		
									Contract					Day Labor		
IMPROVEMENT PROJECTS																
1	F	91250	NE St. Johns Road NE 50th Avenue to NE 72nd Avenue, WO #301422	1.46	14	ABDEFGHK L	S	5,625	TIF(1,970), PWTF(1,130), STP-TMA(200)		90	0	1,060	7,775	0	8,925
2	D	92190	NE 72nd Avenue North of NE 88th Street to NE 110th Street, WO #310122	0.88	14	ABDEFGHK L	S	310	TIF(527), AIP(500), STP-TMA(1,030)		10	297	247	1,813	0	2,367
3	E	21600	NE 88th Street St. Johns Road to NE Andresen Road, WO #321022	1.17	17	ABDEFGHK	S	362	TIF(60)		72	250	12	88	0	422
4	10	19100	NE 88th Street Highway 99 to St. Johns Road, WO #330222	1.71	17	ABDEFGHK	I	150			50	100	0	0	0	150
5	H	43140	Salmon Creek Interchange Project Phase 1, WO #330322	4.9	NA	ABDEFGHI K	S	20	SAFETEA-LU(500), TPP(1,857)		748	1,629	0	0	0	2,377
6	C	22160	NE 63rd Street NE Andresen Road to Interstate 205, WO #330422	1.08	16	ABDEFGHK	S	2,105	TIF(90), AIP(2,900)		10	0	610	4,475	0	5,095
7	5	23940	NE 99th Street NE 117th Avenue (SR-503) to NE 137th Avenue, WO #330522	1.05	16	ABDEFGH	E	732	UAP(600)		70	1,262	0	0	0	1,332
8	G	95050	NE Ward Road / NE 172nd Avenue Intersection realignment, WO #350422	0.5	7	ABDEGKL	S	600			500	100	0	0	0	600
9	8	22753	NE 94th Avenue Padden Parkway to NE 119th Street, WO #350822	1.82	16	ABDEFGHK L	S	110			10	100	0	0	0	110
10	2	91110	NE Highway 99 NE 99th Street to NE 119th Street, WO #351022	0.94	14	ABDEFGHK	S	50			50	0	0	0	0	50
11	L	0	Chelatchie Prairie Rail Trail Burnt Bridge Creek/I-5 to NE Healy Road, WO #361212	33	NA	ABDHKL	S	40	Chinook Trail Assn(10), Clark/Vanc.Parks(15), REET(75), Trans. Enhancement(207)		347	0	0	0	0	347
12	3	94360	NE 179th Street NE Union Road to NE 29th Avenue, WO #381122	0.84	14	ABDEFGHK L	S	0	TIF(669), Real Prop. Surplus(500)		200	969	0	0	0	1,169
13	I	96080	Moorehaven Slide Stabilization Pacific Highway/Moorehaven Area, WO #392212	0.38	7	BD	I	250			50	0	24	176	0	250
14	1	94100	NE 99th Street NE 72nd Avenue to NE 94th Avenue	0.76	16	ABDEFGHK L	S	50			50	0	0	0	0	50
15	9	41410	NE 10th Avenue NE 149th Street to NE 164th Street	0.8	17	ABDEFGHK L	S	500			500	0	0	0	0	500
16	K	0	Miscellaneous Projects Various Locations	0	NA	ABDEFGH	E	100			0	0	12	88	0	100

STP, STP-R, CMAQ, BRAC, Safe Routes to School = Federal Grants  
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Item No.	6YR Rank	Road Log No.	ROAD /PROJECT NAME AND LOCATION (Brief termini description or MP's; Bridge#)	Project Length (miles)	Func. Class	Work Code(s)	Environ. Assessmt.	Source of Funds (\$1,000'S)		Estimated Expenditures (\$1,000'S)					Total	
								County	Other Funds	PE	ROW	CE	Construction			
									Source(Amount)				Contract	Day Labor		
17	J	NA	Salmon Creek Interchange Traffic Signal Optimization (various locations)	0	NA			20			20	0	0	0	0	20
				TOTAL - IMPROVEMENT PROJECTS				11,024	12,840		2,777	4,707	1,966	14,414	0	23,864

## BRIDGE PROJECTS

18	B	91110	Klineline Bridge #1 NE Highway 99 at Salmon Creek, WO #341322	0.03	14	ABDEFHIKL	S	300			150	50	12	88	0	300
TOTAL - BRIDGE PROJECTS								300	0		150	50	12	88	0	300

## ONGOING PROGRAMS

19	NA	NA	Transportation Safety Improvement Program	NA	NA	ABDEFGH	I	460	FHWA Emergency Relief(177), Rural 2-lane(500)		25	0	133	979	0	1,137
20	NA	NA	Sidewalks and ADA Compliance Program	NA	NA	ABDEFH	I	464	Safe Routes to Schools(149)		10	70	49	356	113	613
21	NA	NA	Neighborhood Traffic Management Program	NA	NA	ABDEFH	E	30			30	0	0	0	0	30
22	NA	NA	Environmental Impact Mitigation Program	NA	NA	AKL	I	500			0	0	60	440	0	500
23	NA	NA	Unprogrammed / Advanced Right-of-Way Purchases Program	NA	NA		I	200			0	200	0	0	0	200
24	NA	NA	Road Preservation Program	NA	NA	CD	E	3,225	CAPP(575)		0	0	384	2,816	528	3,800
TOTAL - ONGOING PROGRAMS								4,879	1,401		65	270	626	4,591	641	6,280

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								County	Other Funds	PE	ROW	CE	Construction			
									Source(Amount)				Contract	Day Labor		
CARRY OVER PROJECTS																
25	NA	91170	NE 117th Street Hazel Dell Avenue to Highway 99, WO #320322	0.74	16	ABDEFHK	S	75			0	0	9	66	0	75
26	NA	94130	Betts Bridge #26 Replacement NE Salmon Creek Avenue at Salmon Creek, WO #321222	0.1	16	ABDEFHIKL	S	200			0	0	24	176	0	200
27	NA	95100	NE Heisson Road at NE 244th Street Intersection, WO #330722	0.2	7	ABD	S	0	STP-R(100)		0	0	12	88	0	100
28	NA	14460	NW 117th/119th Street NW 7th Avenue to Hazel Dell Avenue, WO #381022	0.71	16	ABDEFGHK	S	0	TIF(150)		0	0	18	132	0	150
29	NA	43110	NE 15th Avenue NE Union Road to NE 179th Street, WO #382822	1.2	16	ABDEFGHK	S	600			0	0	72	528	0	600
30	NA	22470	NE Padden Parkway Andresen Road to NE 94th Avenue, WO #392722	1.07	14	ABDEFGHK	S	30			0	0	4	26	0	30
TOTAL - CARRY OVER PROJECTS								905	250		0	0	139	1,016	0	1,155
ANNUAL CONSTRUCTION PROGRAM TOTALS:								17,108	14,491		2,992	5,027	2,830	20,110	641	31,599
MAINTENANCE:								14,022	0							14,022
SPECIAL MAINTENANCE:								NA	NA							NA
												CONSTRUCTION AND MAINTENANCE TOTAL:				45,621

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# 2007 - 2012 Transportation Improvement Program

## Project Index

### (Listed Alphanumeric)

2007-2012 RANKING	PROJECT
A	Cedar Creek #65 Bridge Replacement - NE Etna Road at Cedar Creek
L	Chelatchie Prairie Rail Trail - Burnt Bridge Creek/I-5 to NE Healy Road
B	Klinline Bridge #1 - NE Highway 99 at Salmon Creek
K	Miscellaneous Projects - Various Locations
I	Moorehaven Slide Stabilization - Pacific Highway/Moorehaven Area
40	NE 107th Avenue - NE Covington Road to NE 99th Street
31	NE 10th Avenue - NE 164th Street to Fairgrounds Entrance
4	NE 10th Avenue - NE 141st Street to NE 149th Street
9	NE 10th Avenue - NE 149th Street to NE 164th Street
73	NE 10th Avenue/Timmen Road - NE 264th Street to La Center Road
110	NE 112th Avenue at NE 199th Street - Intersection
11	NE 119th Street - NE 72nd Avenue to NE 117th Avenue (SR-503)
24	NE 119th Street - NE 117th Avenue to NE 152nd Avenue
28	NE 119th Street - NE 152nd Avenue to NE 172nd Avenue
7	NE 119th Street - Salmon Creek Avenue to NE 72nd Avenue
45	NE 130th Avenue - Padden Parkway to NE 99th Street
50	NE 137th Avenue at NE 76th Street - Intersection
18	NE 142nd Avenue - NE 159th Street to NE 199th Street
68	NE 152nd Avenue - NE Ward Road to NE 99th Street
91	NE 159th Street - NE Parkinen Road to NE 182nd Avenue
22	NE 15th Avenue - NE 179th Street to NE 10th Avenue (SR-502)
85	NE 164th Street - NE 182nd Avenue to NE 202nd Avenue
71	NE 172nd Avenue - NE 18th Street to NE 39th Street
26	NE 179th Street - NE Cramer Road to NE 112th Avenue
3	NE 179th Street - NE Union Road to NE 29th Avenue
58	NE 179th Street - NE 50th Avenue to Cramer Road
67	NE 179th Street - NE 29th Avenue to NE 50th Avenue
106	NE 182nd Avenue - NE 119th Street to NE 159th Street
80	NE 182nd Avenue - NE 159th Street to Risto Road
84	NE 182nd Avenue - SR-500 to NE 83rd Street
69	NE 182nd Avenue at NE 159th Street - Intersection
38	NE 192nd Avenue - SE 1st Street to NE 18th Street
30	NE 199th Street - NE 10th Avenue (SR-502) to NE 15th Avenue
15	NE 20th/15th Avenue - NE 154th Street to NE 15th Avenue
81	NE 259th Street - NE 10th Avenue to NE 45th Avenue
46	NE 25th Avenue - Minnehaha Street to NE 78th Street
29	NE 29th Avenue - NE 134th Street to NE 179th Street
112	NE 379th Street at NE 94th Avenue - Intersection
101	NE 40th Street - NE 54th Avenue to NE 66th Avenue
86	NE 44th Street - NE St. Johns Road to NE 54th Avenue
20	NE 47th Avenue - NE 63rd Street to NE 78th Street
33	NE 50th Avenue - NE LaLonde Drive to NE 119th Street

# 2007 - 2012 Transportation Improvement Program

## Project Index

### (Listed Alphanumeric)

2007-2012 RANKING	PROJECT
53	NE 50th Avenue - NE 119th Street to NE 139th Street
59	NE 50th Avenue - NE 139th Street to NE 159th Street
82	NE 50th Avenue - NE 159th Street to NE 179th Street
96	NE 50th Avenue - NE 179th Street to NE 199th Street
60	NE 58th Street - NE Andresen Road to NE 81st Avenue
62	NE 63rd Street - Interstate 205 to Covington Road
C	NE 63rd Street - NE Andresen Road to Interstate 205
79	NE 63rd Street at NE 58th Avenue - Intersection
49	NE 68th Street - Highway 99 to St. Johns Road
103	NE 71st Street - SR-503 to NE 124th Avenue
111	NE 72nd Avenue - NE 133rd Street to NE 179th Street
113	NE 72nd Avenue - NE 179th Street to NE 219th Street
34	NE 72nd Avenue - NE 65th Street to NE 78th Street
42	NE 72nd Avenue - NE 119th Street to NE 133rd Street
92	NE 72nd Avenue - SR-502 to NE 259th Street
D	NE 72nd Avenue - North of NE 88th Street to NE 110th Street
35	NE 72nd Avenue at NE 239th Street - Intersection
52	NE 78th Street - Ward Road to NE 162nd Avenue
93	NE 82nd Avenue at NE 259th Street - Intersection
10	NE 88th Street - Highway 99 to St. Johns Road
E	NE 88th Street - St. Johns Road to NE Andresen Road
27	NE 88th Street Overcrossing - NE Hazel Dell Avenue to NE Highway 99
47	NE 88th Street/NE 182nd Avenue - NE Ward Road to NE 83rd Street
25	NE 92nd Avenue - NE 119th Street to NE 159th Street
8	NE 94th Avenue - Padden Parkway to NE 119th Street
1	NE 99th Street - NE 72nd Avenue to NE 94th Avenue
13	NE 99th Street - St. Johns Road to NE 72nd Avenue
5	NE 99th Street - NE 117th Avenue (SR-503) to NE 137th Avenue
54	NE 99th Street - NE 137th Avenue to NE 152nd Avenue
6	NE 99th Street - NE 94th Avenue to NE 117th Avenue (SR-503)
87	NE 99th Street - NE 152nd Avenue to NE 172nd Avenue
94	NE 99th Street at NE Hazel Dell Avenue - Intersection
65	NE Brothers Road - NE 31st Avenue to NE 41st Avenue
19	NE Delfel Road - NE 184th Street to NE 199th Street
43	NE Delfel Road - NE 179th Street to NE 184th Street
97	NE Gabriel Road - Lewisville Hwy (SR-503) to NE Kelly Road
74	NE Goodwin Road / NE 28th Street - NE 202nd Avenue to NE 232nd Avenue
16	NE Hazel Dell Avenue - NE 99th Street to NE 114th Street
2	NE Highway 99 - NE 99th Street to NE 119th Street
32	NE Highway 99 - NE 63rd Street to NE 99th Street
39	NE Highway 99 - NE 122nd Street to NE 129th Street
83	NE Highway 99 at NE 102nd Street - Intersection

# 2007 - 2012 Transportation Improvement Program

## Project Index

### (Listed Alphanumeric)

2007-2012 RANKING	PROJECT
107	NE J.A. Moore Road - NE 290th Street to NE 297th Street
44	NE Lockwood Creek Road - NE 60th Avenue to NE 74th Avenue
75	NE Padden Parkway at SR-503 - Interchange
95	NE Robinson Road at SR-500 - Intersection
36	NE Rosewood Avenue - NE 102nd Avenue to NE 117th Avenue (SR-503)
21	NE Salmon Creek Avenue - WSU Entrance to NE 50th Avenue
72	NE Salmon Creek Avenue - NE 50th Avenue to NE 159th Street
14	NE St. Johns Road - NE 68th Street to NE 50th Avenue
F	NE St. Johns Road - NE 50th Avenue to NE 72nd Avenue
89	NE Ward Road - NE 162nd Avenue to NE 182nd Avenue
G	NE Ward Road / NE 172nd Avenue - Intersection realignment
12	NE/NW 199th Street - NW 11th Avenue to NE 10th Avenue
100	NW 119th Street - NW 31st Avenue to NW 36th Avenue
17	NW 119th Street - NW 7th Avenue to NW 16th Avenue
61	NW 119th Street - NW 16th Avenue to NW 36th Avenue
63	NW 11th / 16th Avenue - NW 99th Street to NW 119th Street
23	NW 11th Avenue - NW 139th Street to NW 149th Street
55	NW 11th Avenue - NW 149th Street to NW 179th Street
98	NW 179th Street - NW 11th Avenue to NW 41st Avenue
99	NW 179th Street - NW 41st Avenue to Krieger Road
56	NW 209th Street - NW Delfell Road to NW 31st Avenue
78	NW 21st Avenue - NW 99th Street to NW 119th Street
41	NW 31st Avenue - Ridgefield City Limits to NW 319th Street
108	NW 36th Avenue at McCann Road - Intersection
57	NW 41st Avenue - NW 169th Street to NW 182nd Street
105	NW 94th Street - NW 21st Avenue to NW 9th Avenue
90	NW Bliss Road at NW 21st Avenue - Intersection
48	NW Bratton Road - Pacific Highway to NW 29th Avenue
102	NW Hayes Road - NW 34th Avenue to NW 21st Avenue
88	NW Krieger Road - NW 179th Street to NW 192nd Street
76	NW Lakeshore Drive - NW 78th Street to McCann Road
37	NW Seward Road - NW Bliss Road to NW 41st Avenue
51	NW Timmen Road - NW Spencer Road to NW La Center Road
104	NW Timmen Road/NW 10th Avenue - NW Spencer Road to NW 279th Street
J	Salmon Creek Interchange - Traffic Signal Optimization (various locations)
H	Salmon Creek Interchange Project - Phase 1
70	SE 15th Street - City Camas Limits to SE 283rd Avenue
77	SE 20th Street - Camas City Limits to Vancouver City Limits
66	SE 23rd Street - SE 283rd Avenue to SE 303rd Avenue
64	SE 23rd Street / SE 30th Street - SE 23rd Street/303rd Avenue & SE 30th Street/303rd Avenue
109	SE Bybee Road - SE 20th Street and SE 192nd Avenue

# 2007 - 2012 Transportation Improvement Program

## Project Index

### (Listed by TIP Priority)

2007-2012 RANKING	PROJECT
A	Cedar Creek #65 Bridge Replacement - NE Etna Road at Cedar Creek
B	Klinline Bridge #1 - NE Highway 99 at Salmon Creek
C	NE 63rd Street - NE Andresen Road to Interstate 205
D	NE 72nd Avenue - North of NE 88th Street to NE 110th Street
E	NE 88th Street - St. Johns Road to NE Andresen Road
F	NE St. Johns Road - NE 50th Avenue to NE 72nd Avenue
G	NE Ward Road / NE 172nd Avenue - Intersection realignment
H	Salmon Creek Interchange Project - Phase 1
I	Moorehaven Slide Stabilization - Pacific Highway/Moorehaven Area
J	Salmon Creek Interchange - Traffic Signal Optimization (various locations)
K	Miscellaneous Projects - Various Locations
L	Chelatchie Prairie Rail Trail - Burnt Bridge Creek/I-5 to NE Healy Road
1	NE 99th Street - NE 72nd Avenue to NE 94th Avenue
2	NE Highway 99 - NE 99th Street to NE 119th Street
3	NE 179th Street - NE Union Road to NE 29th Avenue
4	NE 10th Avenue - NE 141st Street to NE 149th Street
5	NE 99th Street - NE 117th Avenue (SR-503) to NE 137th Avenue
6	NE 99th Street - NE 94th Avenue to NE 117th Avenue (SR-503)
7	NE 119th Street - Salmon Creek Avenue to NE 72nd Avenue
8	NE 94th Avenue - Padden Parkway to NE 119th Street
9	NE 10th Avenue - NE 149th Street to NE 164th Street
10	NE 88th Street - Highway 99 to St. Johns Road
11	NE 119th Street - NE 72nd Avenue to NE 117th Avenue (SR-503)
12	NE/NW 199th Street - NW 11th Avenue to NE 10th Avenue
13	NE 99th Street - St. Johns Road to NE 72nd Avenue
14	NE St. Johns Road - NE 68th Street to NE 50th Avenue
15	NE 20th/15th Avenue - NE 154th Street to NE 15th Avenue
16	NE Hazel Dell Avenue - NE 99th Street to NE 114th Street
17	NW 119th Street - NW 7th Avenue to NW 16th Avenue
18	NE 142nd Avenue - NE 159th Street to NE 199th Street
19	NE Delfel Road - NE 184th Street to NE 199th Street
20	NE 47th Avenue - NE 63rd Street to NE 78th Street
21	NE Salmon Creek Avenue - WSU Entrance to NE 50th Avenue
22	NE 15th Avenue - NE 179th Street to NE 10th Avenue (SR-502)
23	NW 11th Avenue - NW 139th Street to NW 149th Street
24	NE 119th Street - NE 117th Avenue to NE 152nd Avenue
25	NE 92nd Avenue - NE 119th Street to NE 159th Street
26	NE 179th Street - NE Cramer Road to NE 112th Avenue
27	NE 88th Street Overcrossing - NE Hazel Dell Avenue to NE Highway 99
28	NE 119th Street - NE 152nd Avenue to NE 172nd Avenue
29	NE 29th Avenue - NE 134th Street to NE 179th Street
30	NE 199th Street - NE 10th Avenue (SR-502) to NE 15th Avenue

# 2007 - 2012 Transportation Improvement Program

## Project Index

### (Listed by TIP Priority)

2007-2012 RANKING	PROJECT
31	NE 10th Avenue - NE 164th Street to Fairgrounds Entrance
32	NE Highway 99 - NE 63rd Street to NE 99th Street
33	NE 50th Avenue - NE LaLonde Drive to NE 119th Street
34	NE 72nd Avenue - NE 65th Street to NE 78th Street
35	NE 72nd Avenue at NE 239th Street - Intersection
36	NE Rosewood Avenue - NE 102nd Avenue to NE 117th Avenue (SR-503)
37	NW Seward Road - NW Bliss Road to NW 41st Avenue
38	NE 192nd Avenue - SE 1st Street to NE 18th Street
39	NE Highway 99 - NE 122nd Street to NE 129th Street
40	NE 107th Avenue - NE Covington Road to NE 99th Street
41	NW 31st Avenue - Ridgefield City Limits to NW 319th Street
42	NE 72nd Avenue - NE 119th Street to NE 133rd Street
43	NE Delfel Road - NE 179th Street to NE 184th Street
44	NE Lockwood Creek Road - NE 60th Avenue to NE 74th Avenue
45	NE 130th Avenue - Padden Parkway to NE 99th Street
46	NE 25th Avenue - Minnehaha Street to NE 78th Street
47	NE 88th Street/NE 182nd Avenue - NE Ward Road to NE 83rd Street
48	NW Bratton Road - Pacific Highway to NW 29th Avenue
49	NE 68th Street - Highway 99 to St. Johns Road
50	NE 137th Avenue at NE 76th Street - Intersection
51	NW Timmen Road - NW Spencer Road to NW La Center Road
52	NE 78th Street - Ward Road to NE 162nd Avenue
53	NE 50th Avenue - NE 119th Street to NE 139th Street
54	NE 99th Street - NE 137th Avenue to NE 152nd Avenue
55	NW 11th Avenue - NW 149th Street to NW 179th Street
56	NW 209th Street - NW Delfell Road to NW 31st Avenue
57	NW 41st Avenue - NW 169th Street to NW 182nd Street
58	NE 179th Street - NE 50th Avenue to Cramer Road
59	NE 50th Avenue - NE 139th Street to NE 159th Street
60	NE 58th Street - NE Andresen Road to NE 81st Avenue
61	NW 119th Street - NW 16th Avenue to NW 36th Avenue
62	NE 63rd Street - Interstate 205 to Covington Road
63	NW 11th / 16th Avenue - NW 99th Street to NW 119th Street
64	SE 23rd Street / SE 30th Street - SE 23rd Street/303rd Avenue & SE 30th Street/303rd Avenue
65	NE Brothers Road - NE 31st Avenue to NE 41st Avenue
66	SE 23rd Street - SE 283rd Avenue to SE 303rd Avenue
67	NE 179th Street - NE 29th Avenue to NE 50th Avenue
68	NE 152nd Avenue - NE Ward Road to NE 99th Street
69	NE 182nd Avenue at NE 159th Street - Intersection
70	SE 15th Street - City Camas Limits to SE 283rd Avenue
71	NE 172nd Avenue - NE 18th Street to NE 39th Street
72	NE Salmon Creek Avenue - NE 50th Avenue to NE 159th Street

# 2007 - 2012 Transportation Improvement Program

## Project Index

### (Listed by TIP Priority)

2007-2012 RANKING	PROJECT
73	NE 10th Avenue/Timmen Road - NE 264th Street to La Center Road
74	NE Goodwin Road / NE 28th Street - NE 202nd Avenue to NE 232nd Avenue
75	NE Padden Parkway at SR-503 - Interchange
76	NW Lakeshore Drive - NW 78th Street to McCann Road
77	SE 20th Street - Camas City Limits to Vancouver City Limits
78	NW 21st Avenue - NW 99th Street to NW 119th Street
79	NE 63rd Street at NE 58th Avenue - Intersection
80	NE 182nd Avenue - NE 159th Street to Risto Road
81	NE 259th Street - NE 10th Avenue to NE 45th Avenue
82	NE 50th Avenue - NE 159th Street to NE 179th Street
83	NE Highway 99 at NE 102nd Street - Intersection
84	NE 182nd Avenue - SR-500 to NE 83rd Street
85	NE 164th Street - NE 182nd Avenue to NE 202nd Avenue
86	NE 44th Street - NE St. Johns Road to NE 54th Avenue
87	NE 99th Street - NE 152nd Avenue to NE 172nd Avenue
88	NW Krieger Road - NW 179th Street to NW 192nd Street
89	NE Ward Road - NE 162nd Avenue to NE 182nd Avenue
90	NW Bliss Road at NW 21st Avenue - Intersection
91	NE 159th Street - NE Parkinen Road to NE 182nd Avenue
92	NE 72nd Avenue - SR-502 to NE 259th Street
93	NE 82nd Avenue at NE 259th Street - Intersection
94	NE 99th Street at NE Hazel Dell Avenue - Intersection
95	NE Robinson Road at SR-500 - Intersection
96	NE 50th Avenue - NE 179th Street to NE 199th Street
97	NE Gabriel Road - Lewisville Hwy (SR-503) to NE Kelly Road
98	NW 179th Street - NW 11th Avenue to NW 41st Avenue
99	NW 179th Street - NW 41st Avenue to Krieger Road
100	NW 119th Street - NW 31st Avenue to NW 36th Avenue
101	NE 40th Street - NE 54th Avenue to NE 66th Avenue
102	NW Hayes Road - NW 34th Avenue to NW 21st Avenue
103	NE 71st Street - SR-503 to NE 124th Avenue
104	NW Timmen Road/NW 10th Avenue - NW Spencer Road to NW 279th Street
105	NW 94th Street - NW 21st Avenue to NW 9th Avenue
106	NE 182nd Avenue - NE 119th Street to NE 159th Street
107	NE J.A. Moore Road - NE 290th Street to NE 297th Street
108	NW 36th Avenue at McCann Road - Intersection
109	SE Bybee Road - SE 20th Street and SE 192nd Avenue
110	NE 112th Avenue at NE 199th Street - Intersection
111	NE 72nd Avenue - NE 133rd Street to NE 179th Street
112	NE 379th Street at NE 94th Avenue - Intersection
113	NE 72nd Avenue - NE 179th Street to NE 219th Street

# 2007 – 2012 Transportation Improvement Program Traffic Impact Fee Areas Project location map

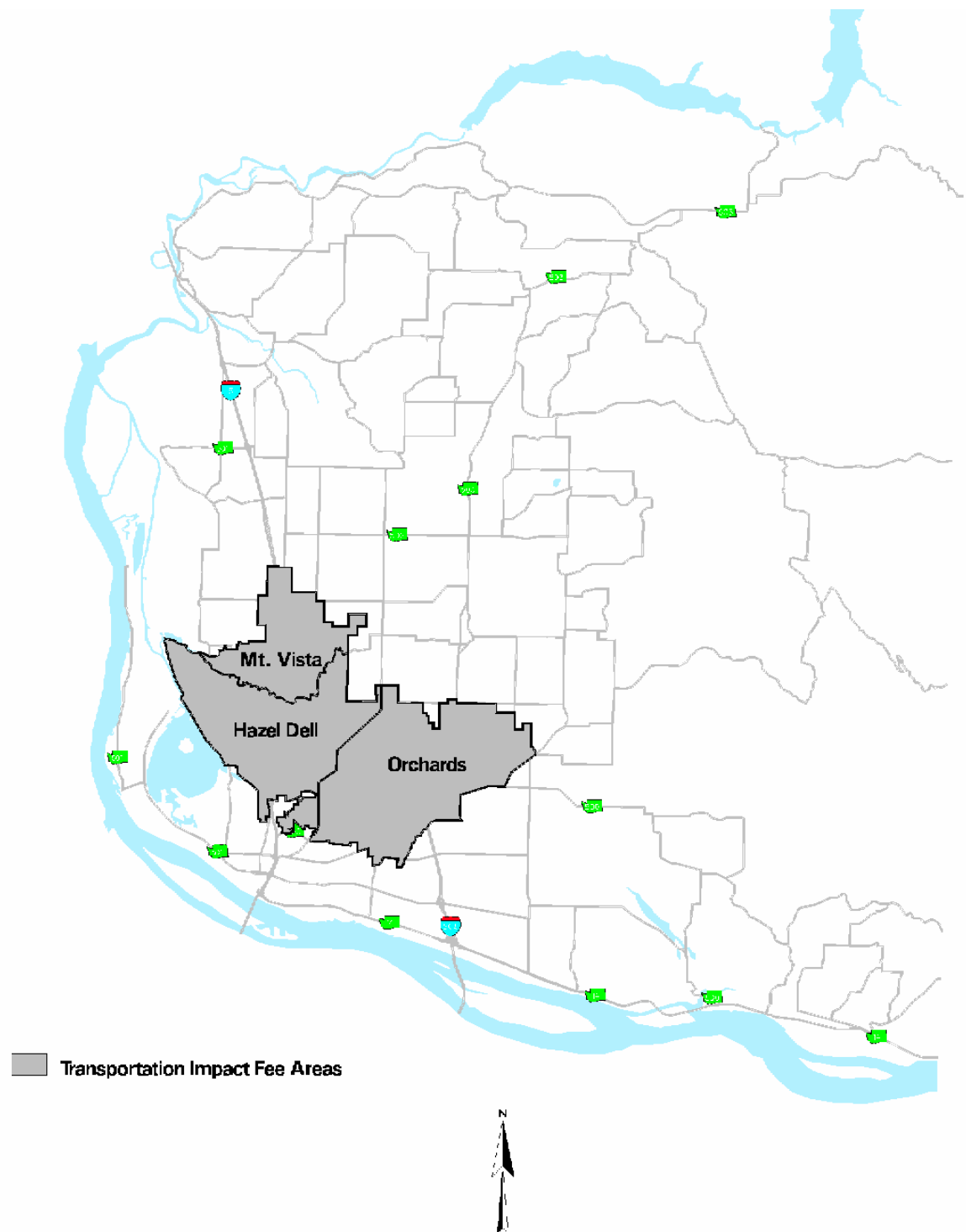
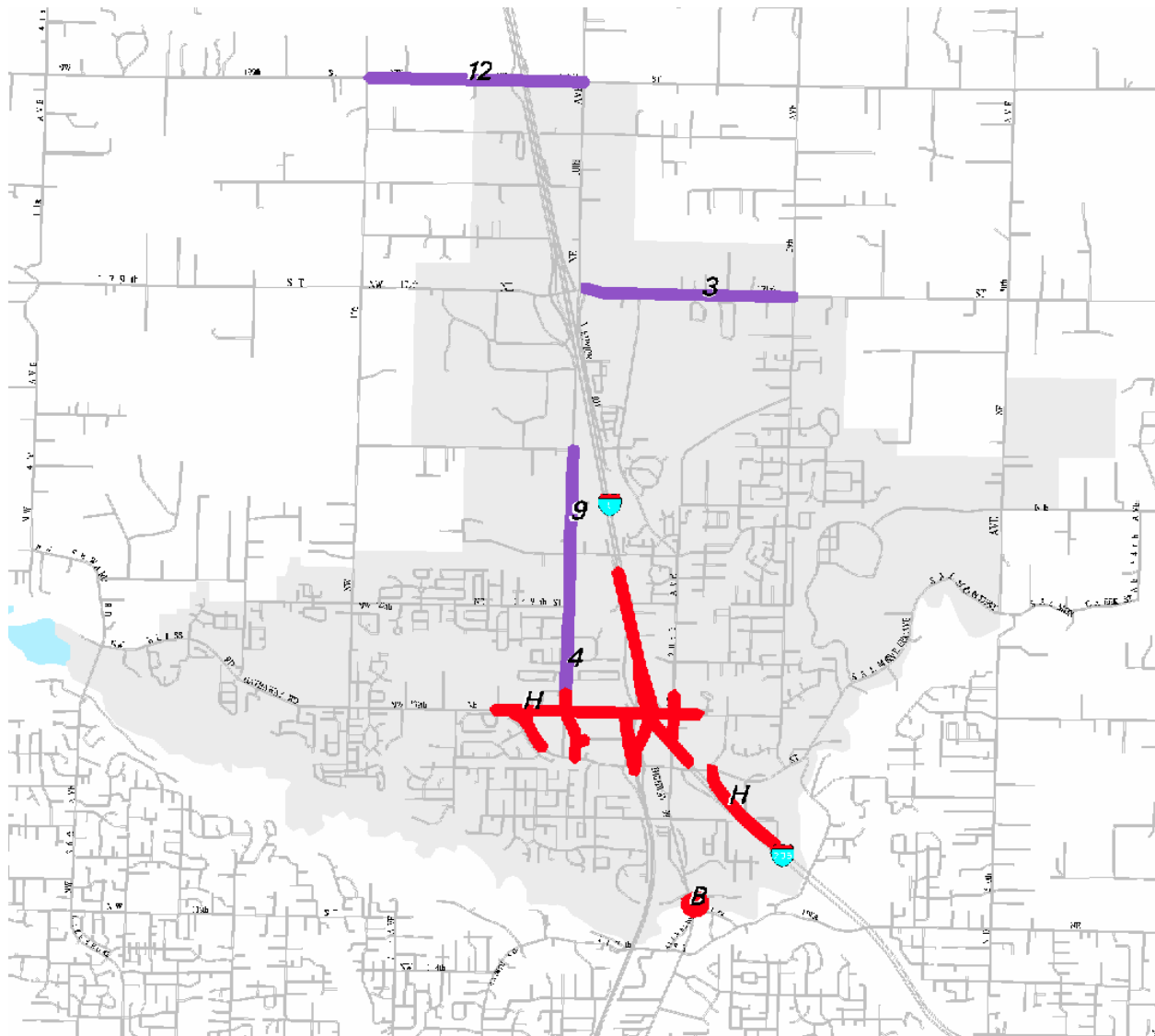


FIGURE 1  
PROJECT AREA LOCATION MAP

# 2007 – 2012 Transportation Improvement Program

## Traffic Impact Fee Areas

### Projects within the Mt. Vista Area



Projects within TIF areas are not necessarily TIF eligible.

#### INTERSECTION PROJECTS

- OBLIGATED
- PROGRAMMED

#### ROAD PROJECTS

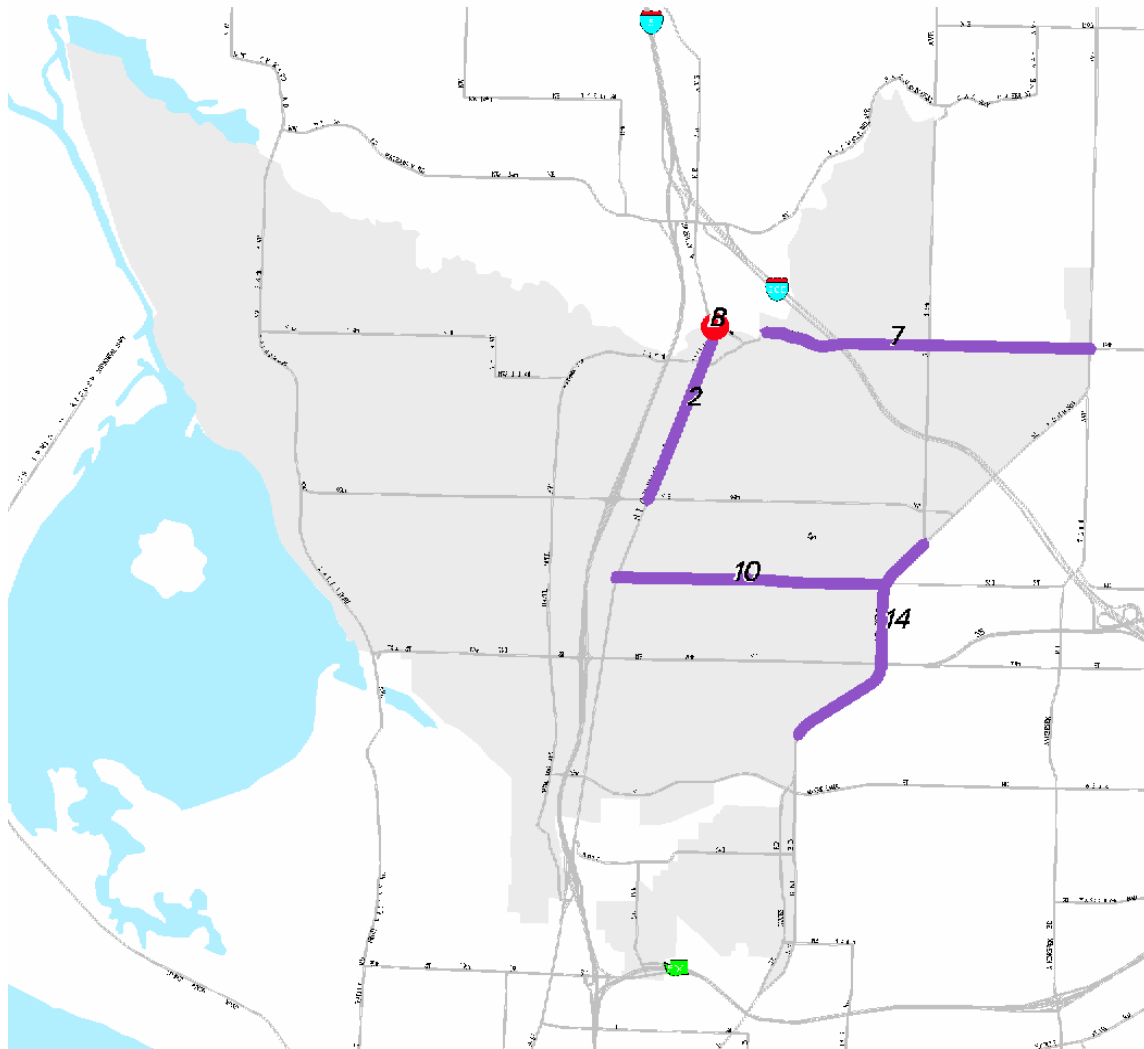
- ~ OBLIGATED
- ~ PROGRAMMED
- TIF AREA



**FIGURE 2**  
**PROJECTS WITHIN MT. VISTA TIF AREA**



# 2007 – 2012 Transportation Improvement Program Traffic Impact Fee Areas Projects within the Hazel Dell Area



Projects within TIF areas are not necessarily TIF eligible.

## INTERSECTION PROJECTS

- OBLIGATED
- PROGRAMMED

## ROAD PROJECTS

- OBLIGATED
- PROGRAMMED
- TIF AREA

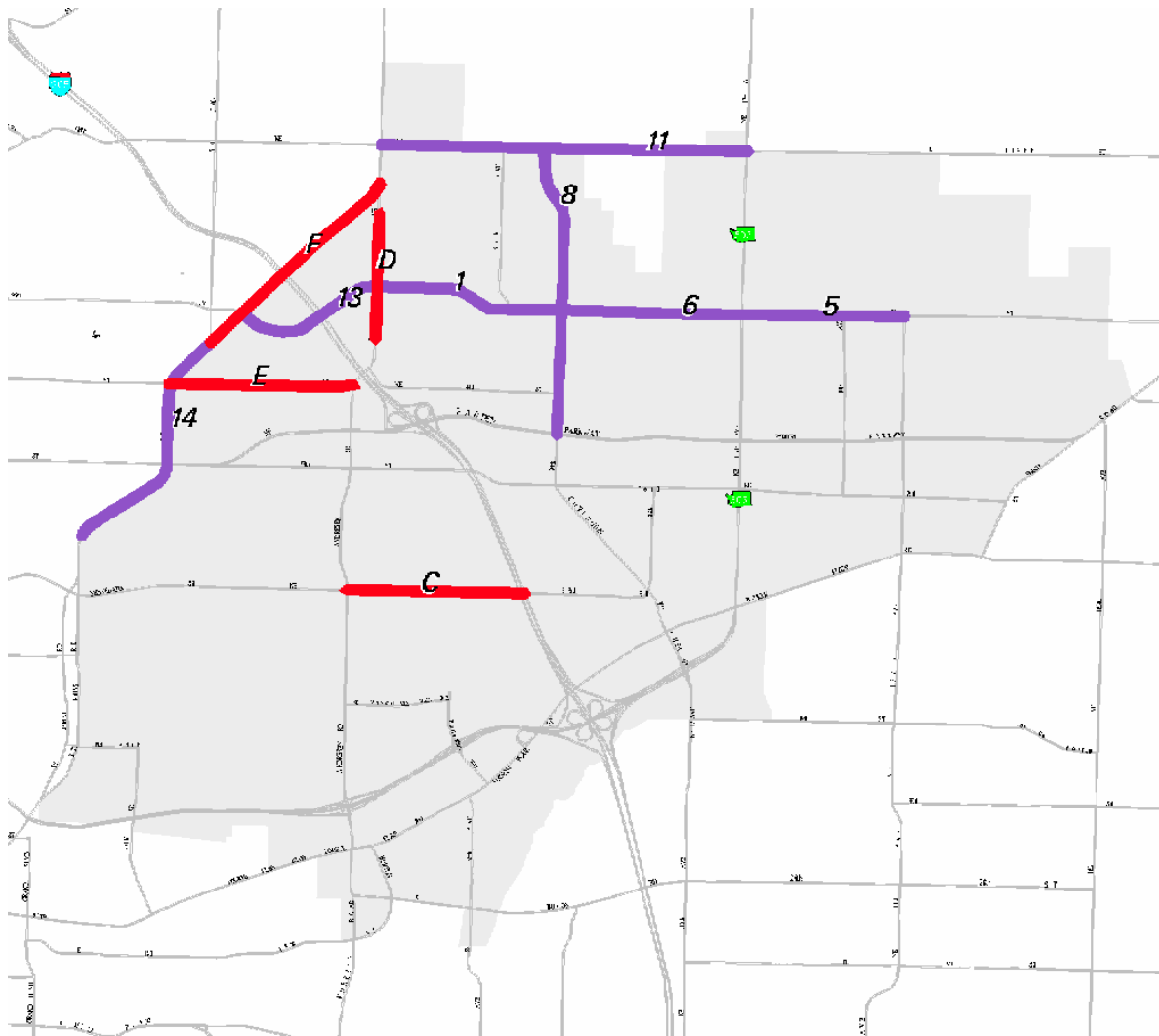


**FIGURE 3**  
**PROJECTS WITHIN HAZEL DELL TIF AREA**

# 2007 – 2012 Transportation Improvement Program

## Traffic Impact Fee Areas

### Projects within the Orchards Area



Projects within TIF areas are not necessarily TIF eligible.

#### INTERSECTION PROJECTS

- OBLIGATED
- PROGRAMMED

#### ROAD PROJECTS

- OBLIGATED
- PROGRAMMED
- TIF AREA



FIGURE 4  
PROJECTS WITHIN ORCHARDS TIF AREA



# 2007 - 2012 Transportation Improvement Program

Project: A. Cedar Creek #65 Bridge Replacement - NE Etna Road at Cedar Creek

## Vicinity Map



4  
N

## Project Summary

Work Order Number: TBD

Project Manager: Carolyn Heniges

Project Description: Replace bridge due to failure

Project Length (mi.): 0.02

Basis for Project: Safety

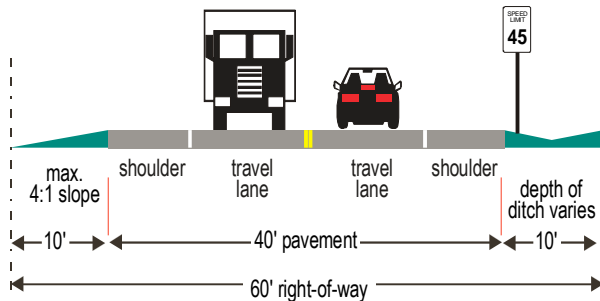
Timeline: PE 2008 - 2009; ROW 2009; CN 2010

Notes:

Status: No Activity. Pending funding.

## Cross-Section Detail

### 2-lane Rural Minor Collector



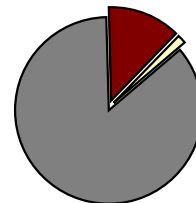
## Project Cost Summary

Engineering \$300,000

Real Property \$40,000

Construction \$2,000,000

**Total: \$2,340,000**



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund: \$0

TIF: \$0

Federal Grant: \$0

State Grant: \$0

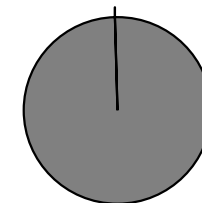
Loan: \$0

Other: \$0

Projected Grants: \$2,340,000

Beyond Six-Year: \$0

**Total: \$2,340,000**



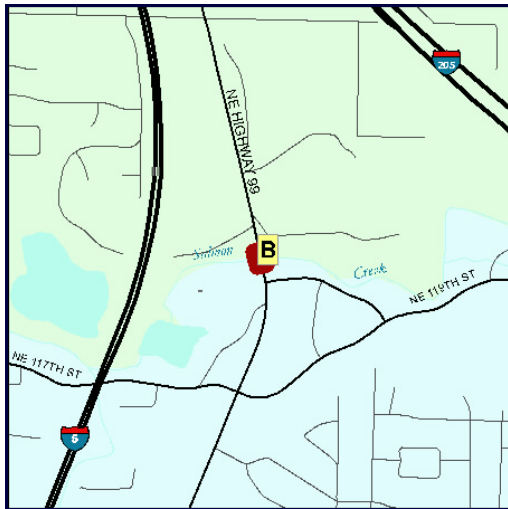
■ CRF  
■ TIF  
■ All Other



# 2007 - 2012 Transportation Improvement Program

## Project: B. Kline Bridge #1 - NE Highway 99 at Salmon Creek

### Vicinity Map

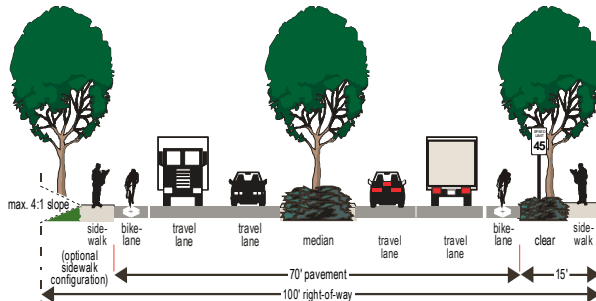


### Project Summary

Work Order Number:	341322
Project Manager:	Linda Small
Project Description:	Bridge replacement due to scour and other structural concerns.
Project Length (mi.):	0.03
Basis for Project:	Preservation
Timeline:	PE Pre 2007 - 2008; ROW Pre 2007 - 2007; CN 2007 - 2009
Notes:	
Status:	Preliminary engineering in progress. Emergency scour repair in progress.

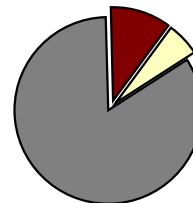
### Cross-Section Detail

**4-lane Principal Arterial**  
with center/left turn lane and bike lanes



### Project Cost Summary

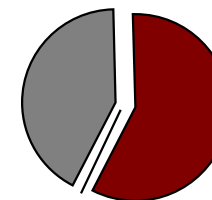
Engineering	\$846,000
Real Property	\$448,000
Construction	\$6,467,000
<b>Total:</b>	<b>\$7,761,000</b>



■ Engineering  
■ Real Property  
■ Construction

### Funding Summary

County Road Fund:	\$4,421,000
TIF:	\$0
Federal Grant:	\$3,340,000
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$7,761,000</b>



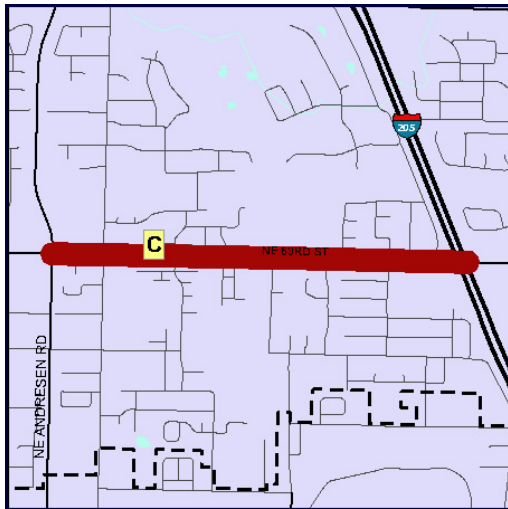
■ CRF  
■ TIF  
■ All Other



# 2007 - 2012 Transportation Improvement Program

Project: C. NE 63rd Street - NE Andresen Road to Interstate 205

## Vicinity Map



4  
N

## Project Summary

Work Order Number: 330422

Project Manager: Robin Washington

Project Description: Improve to minor arterial with center turn lane/median, bike lanes and sidewalks. Install signal at NE 72nd Avenue.

Project Length (mi.): 1.08

Basis for Project: Safety and mobility.

Timeline: PE Pre 2007 - 2007; ROW Pre 2007; CN 2007

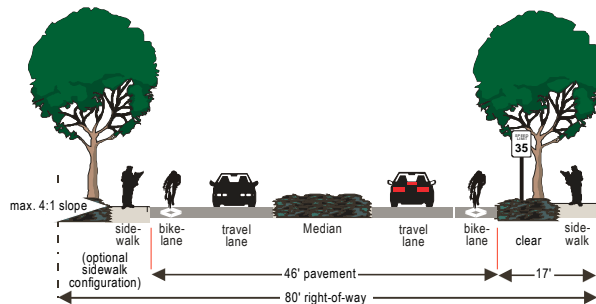
Notes:

Status: Construction to begin early 2007.

## Cross-Section Detail

### 2-lane Minor Arterial

with center/left turn lane and bike lanes



NE 72nd Avenue to I-205

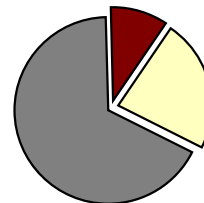
## Project Cost Summary

Engineering \$747,000

Real Property \$1,700,000

Construction \$5,085,000

**Total: \$7,532,000**



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund: \$3,194,000

TIF: \$438,000

Federal Grant: \$0

State Grant: \$3,900,000

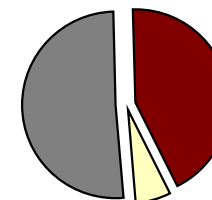
Loan: \$0

Other: \$0

Projected Grants: \$0

Beyond Six-Year: \$0

**Total: \$7,532,000**



■ CRF  
■ TIF  
■ All Other



# 2007 - 2012 Transportation Improvement Program

Project: D. NE 72nd Avenue - North of NE 88th Street to NE 110th Street

## Vicinity Map



4  
N

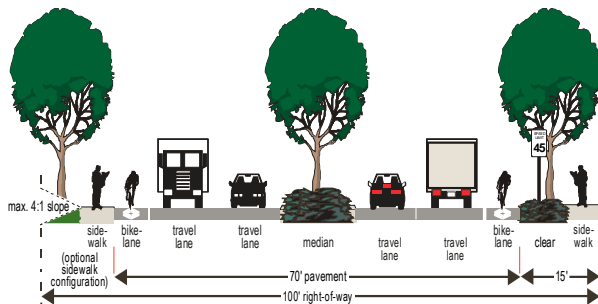
## Project Summary

Work Order Number:	310122
Project Manager:	Jean Singer
Project Description:	Improve to 4-lane principal arterial with center turn lane/median, bike lanes and sidewalks.
Project Length (mi.):	0.88
Basis for Project:	Increased traffic leading to I-205 and 78th Street Corridor.
Timeline:	PE Pre 2007 - 2007; ROW Pre 2007 - 2007; CN 2007 - 2008
Notes:	
Status:	Design and right-of-way to be completed in 2007. Construction will be scheduled in close coordination with St. Johns Road.

## Cross-Section Detail

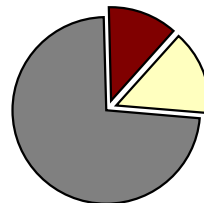
### 4-lane Principal Arterial

with center/left turn lane and bike lanes



## Project Cost Summary

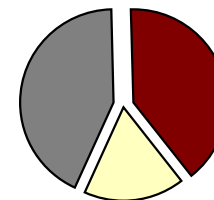
Engineering	\$1,167,000
Real Property	\$1,366,000
Construction	\$6,920,000
<b>Total:</b>	<b>\$9,453,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$3,691,580
TIF:	\$1,631,420
Federal Grant:	\$3,500,000
State Grant:	\$500,000
Loan:	\$0
Other:	\$130,000
Projected Grants:	\$0
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$9,453,000</b>



■ CRF  
■ TIF  
■ All Other



# 2007 - 2012 Transportation Improvement Program

Project: E. NE 88th Street - St. Johns Road to NE Andresen Road

## Vicinity Map



4  
N

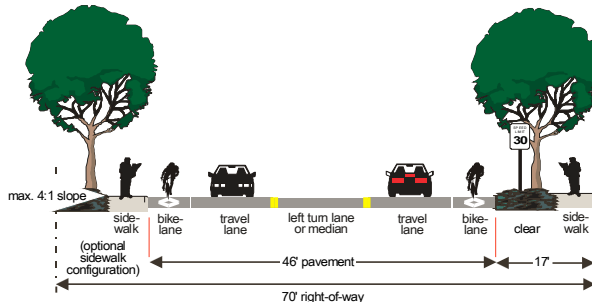
## Project Summary

Work Order Number: 321022  
Project Manager: Matt Hall  
Project Description: Improve to 2-lane collector with center turn lane, bike lanes and sidewalks.  
Project Length (mi.): 1.17  
Basis for Project: Safety and congestion.  
Timeline: PE Pre 2007 - 2008; ROW Pre 2007 - 2007; CN 2007 - 2009  
Notes:  
Status: Design and right-of-way acquisition in progress.

## Cross-Section Detail

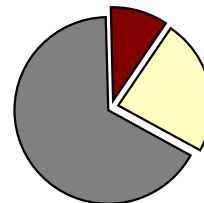
### 2-lane Collector

with center/left turn lane and bike lanes



## Project Cost Summary

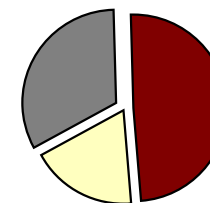
Engineering \$820,000  
Real Property \$1,930,000  
Construction \$5,555,000  
**Total: \$8,305,000**



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund: \$4,017,340  
TIF: \$1,487,660  
Federal Grant: \$2,000,000  
State Grant: \$0  
Loan: \$0  
Other: \$0  
Projected Grants: \$800,000  
Beyond Six-Year: \$0  
**Total: \$8,305,000**



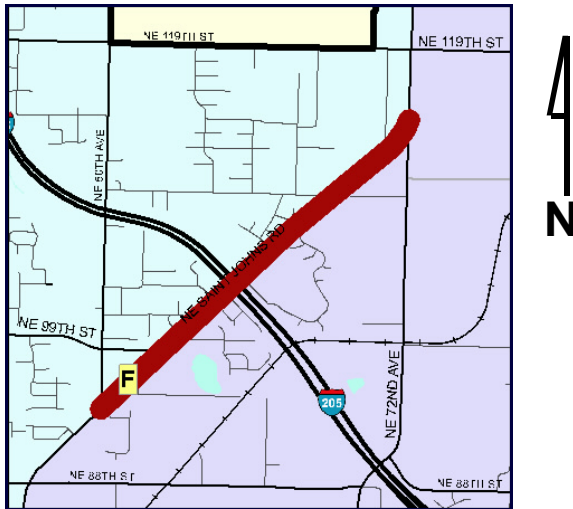
■ CRF  
■ TIF  
■ All Other



# 2007 - 2012 Transportation Improvement Program

Project: F. NE St. Johns Road - NE 50th Avenue to NE 72nd Avenue

## Vicinity Map

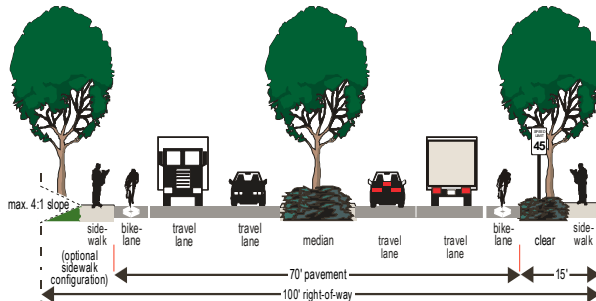


## Project Summary

Work Order Number:	301422
Project Manager:	Carolyn Heniges
Project Description:	Improve to 4-lane principal arterial with center turn lane/median, bike lanes, and sidewalks.
Project Length (mi.):	1.46
Basis for Project:	Mobility and safety.
Timeline:	PE Pre 2007 - 2007; ROW Pre 2007; CN Pre 2007 - 2008
Notes:	
Status:	Construction to begin mid 2007.

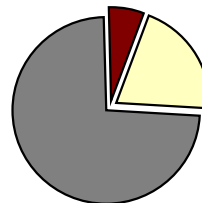
## Cross-Section Detail

**4-lane Principal Arterial**  
with center/left turn lane and bike lanes



## Project Cost Summary

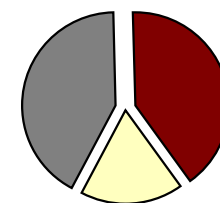
Engineering	\$1,198,000
Real Property	\$3,709,000
Construction	\$13,684,000
<b>Total:</b>	<b>\$18,591,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$7,427,395
TIF:	\$3,185,605
Federal Grant:	\$2,992,000
State Grant:	\$0
Loan:	\$3,350,000
Other:	\$1,636,000
Projected Grants:	\$0
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$18,591,000</b>



■ CRF  
■ TIF  
■ All Other





# 2007 - 2012 Transportation Improvement Program

Project: G. NE Ward Road / NE 172nd Avenue - Intersection realignment

## Vicinity Map



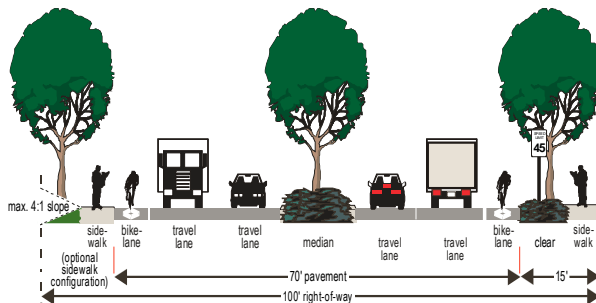
## Project Summary

Work Order Number:	350422
Project Manager:	Matt Hall
Project Description:	Safety improvement: construct preferred intersection alternative from alignment study.
Project Length (mi.):	0.50
Basis for Project:	Safety concerns with curves; Traffic volumes and traffic operations
Timeline:	PE Pre 2007 - 2008; ROW Pre 2007 - 2007; CN Pre 2007 - 2009
Notes:	
Status:	Design and environmental permitting in progress.

## Cross-Section Detail

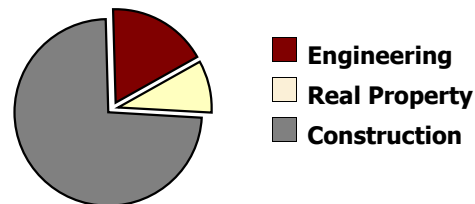
### 4-lane Principal Arterial

with center/left turn lane and bike lanes



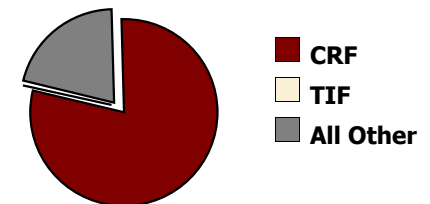
## Project Cost Summary

Engineering	\$2,382,000
Real Property	\$1,182,000
Construction	\$10,079,000
<b>Total:</b>	<b>\$13,643,000</b>



## Funding Summary

County Road Fund:	\$10,679,138
TIF:	\$0
Federal Grant:	\$88,862
State Grant:	\$475,000
Loan:	\$1,200,000
Other:	\$0
Projected Grants:	\$1,200,000
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$13,643,000</b>

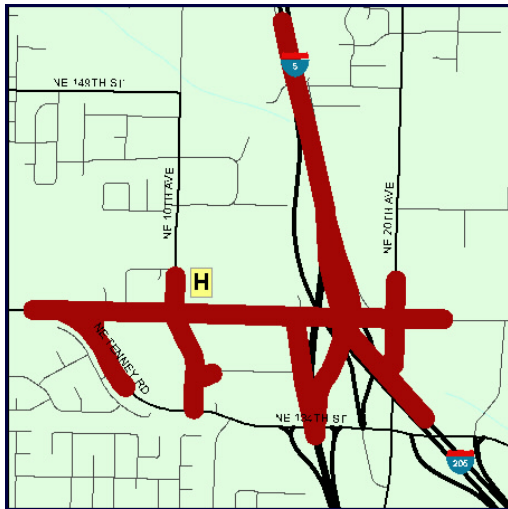




# 2007 - 2012 Transportation Improvement Program

## Project: H. Salmon Creek Interchange Project - Phase 1

### Vicinity Map



4  
N

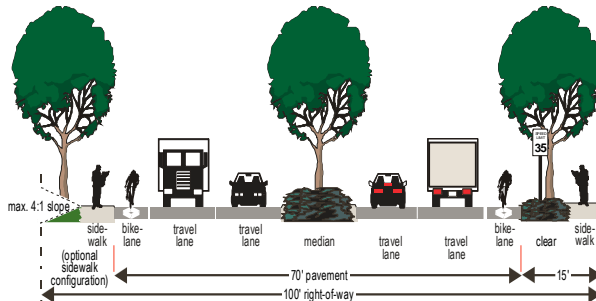
### Project Summary

Work Order Number:	330322
Project Manager:	Carolyn Heniges, Jean Singer
Project Description:	Construct new overpass between NE 20th Avenue and NE 139th Street/Tenny Road to alleviate congestion on NE 134th Street. Also, there will be various road improvements in the surrounding areas.
Project Length (mi.):	4.90
Basis for Project:	Congestion at NE 134th Street.
Timeline:	PE Pre 2007 - 2009; ROW Pre 2007 - 2008; CN 2009 - Post 2012
Notes:	Partnership Project with the WSDOT. Estimated cost \$125 million. WSDOT funding not included in summary.
Status:	Design and right-of-way acquisition in progress.

### Cross-Section Detail

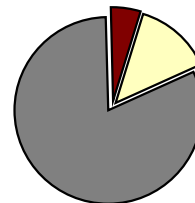
#### 4-lane Minor Arterial

with center/left turn lane and bike lanes



### Project Cost Summary

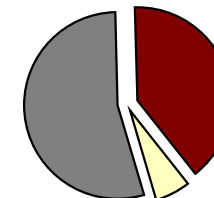
Engineering	\$2,300,000
Real Property	\$6,000,000
Construction	\$35,700,000
<b>Total:</b>	<b>\$44,000,000</b>



■ Engineering  
■ Real Property  
■ Construction

### Funding Summary

County Road Fund:	\$10,605,000
TIF:	\$1,600,000
Federal Grant:	\$4,146,000
State Grant:	\$8,000,000
Loan:	\$1,000,000
Other:	\$0
Projected Grants:	\$1,800,000
Beyond Six-Year:	\$16,849,000
<b>Total:</b>	<b>\$44,000,000</b>



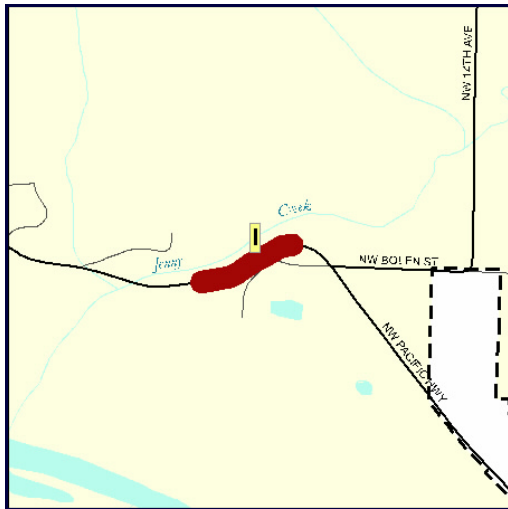
■ CRF  
■ TIF  
■ All Other



# 2007 - 2012 Transportation Improvement Program

## Project: I. Moorehaven Slide Stabilization - Pacific Highway/Moorehaven Area

### Vicinity Map



4  
N

### Project Summary

Work Order Number: 392212

Project Manager: Matt Hall

Project Description: Stabilize landslide and improve surrounding area.

Project Length (mi.): 0.38

Basis for Project: Safety

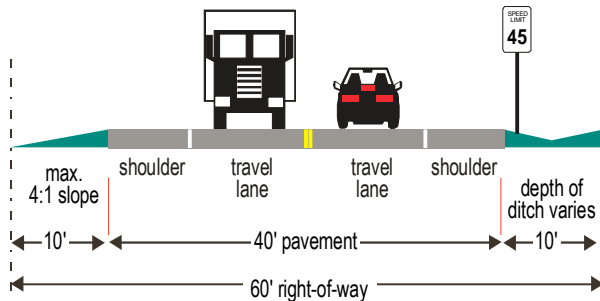
Timeline: PE Pre 2007 - Post 2012; CN 2007 - Post 2012

Notes:

Status: Funding to establish design.

### Cross-Section Detail

#### 2-lane Rural Major Collector

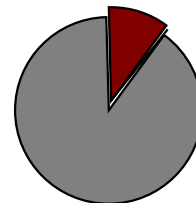


### Project Cost Summary

Engineering \$350,000

Construction \$2,932,000

**Total: \$3,282,000**



■ Engineering  
■ Real Property  
■ Construction

### Funding Summary

County Road Fund: \$556,000

TIF: \$0

Federal Grant: \$0

State Grant: \$0

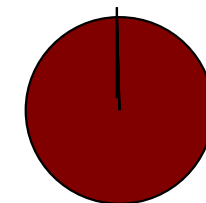
Loan: \$0

Other: \$0

Projected Grants: \$0

Beyond Six-Year: \$2,726,000

**Total: \$3,282,000**



■ CRF  
■ TIF  
■ All Other



## Project Summary



with center/left turn lane and bike lanes



Industry	Percentage
Engineering	10%
Real Property	39%
Construction	51%

## Funding Summary

A pie chart illustrating the distribution of cases by type. The chart is divided into three segments: a large red segment representing CRF, a smaller yellow segment representing TIF, and a very small grey segment representing All Other. A legend to the right of the chart identifies the colors: red for CRF, yellow for TIF, and grey for All Other.

Case Type	Color
CRF	Red
TIF	Yellow
All Other	Grey



# 2007 - 2012 Transportation Improvement Program

## Project: 2. NE Highway 99 - NE 99th Street to NE 119th Street

### Vicinity Map



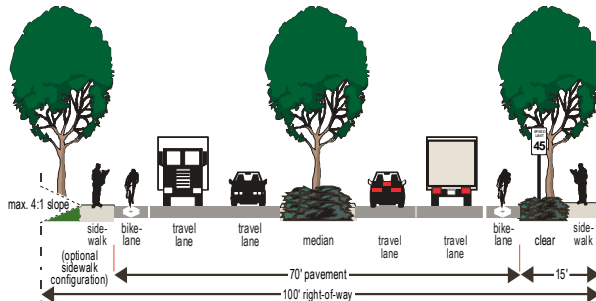
4  
N

### Project Summary

Work Order Number:	351022
Project Manager:	Linda Small
Project Description:	Improve to 4-lane principal arterial with a center turn lane/median, bike lanes and sidewalks.
Project Length (mi.):	0.94
Basis for Project:	Safety and congestion.
Timeline:	PE Pre 2007 - Post 2012; ROW Post 2012; CN Post 2012
Notes:	Will be constructed up to the Kline Bridge
Status:	Design in progress.

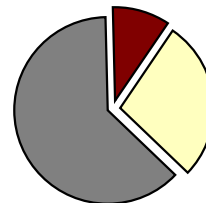
### Cross-Section Detail

#### 4-lane Principal Arterial with center/left turn lane and bike lanes



### Project Cost Summary

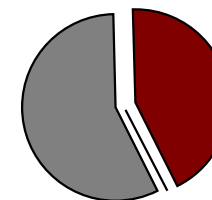
Engineering	\$2,200,000
Real Property	\$6,000,000
Construction	\$13,800,000
<b>Total:</b>	<b>\$22,000,000</b>



■ Engineering  
■ Real Property  
■ Construction

### Funding Summary

County Road Fund:	\$728,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$1,000,000
Beyond Six-Year:	\$20,272,000
<b>Total:</b>	<b>\$22,000,000</b>



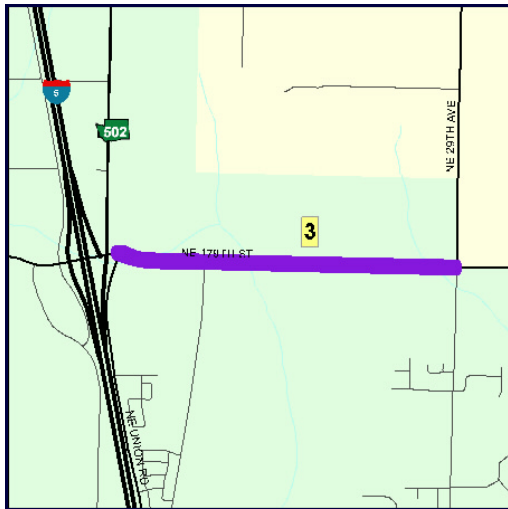
■ CRF  
■ TIF  
■ All Other



# 2007 - 2012 Transportation Improvement Program

## Project: 3. NE 179th Street - NE Union Road to NE 29th Avenue

### Vicinity Map



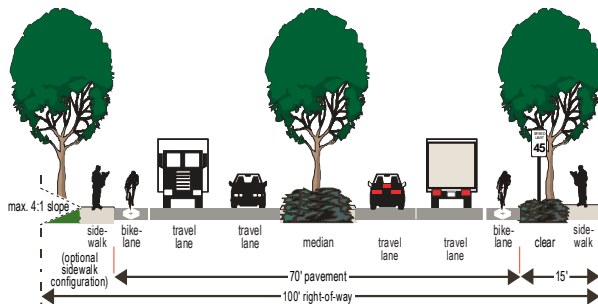
### Project Summary

Work Order Number:	381122
Project Manager:	Linda Small
Project Description:	Improve to 4-lane principal arterial
Project Length (mi.):	0.84
Basis for Project:	Traffic safety concerns at vertical curve areas, long-term concurrency issues, congestion.
Timeline:	PE Pre 2007 - 2009; ROW Pre 2007 - 2009; CN Pre 2007 - 2011
Notes:	
Status:	Design and right-of-way acquisition scheduled to begin in 2007.

### Cross-Section Detail

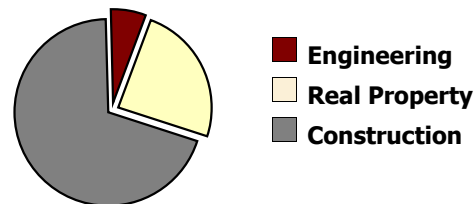
#### 4-lane Principal Arterial

with center/left turn lane and bike lanes



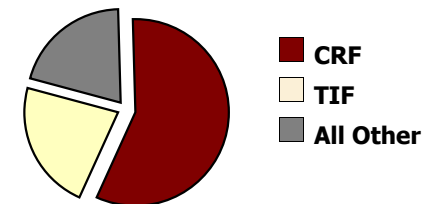
### Project Cost Summary

Engineering	\$954,000
Real Property	\$3,503,000
Construction	\$10,304,000
<b>Total:</b>	<b>\$14,761,000</b>



### Funding Summary

County Road Fund:	\$8,288,140
TIF:	\$3,372,860
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$900,000
Projected Grants:	\$2,200,000
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$14,761,000</b>





# 2007 - 2012 Transportation Improvement Program

## Project: 4. NE 10th Avenue - NE 141st Street to NE 149th Street

### Vicinity Map



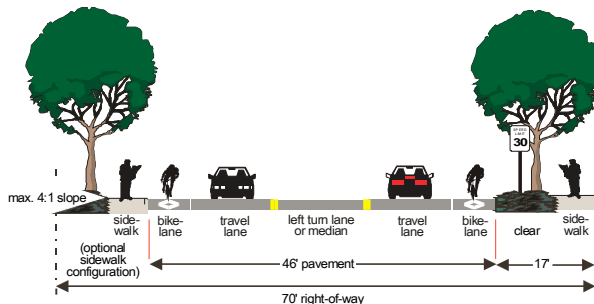
### Project Summary

Work Order Number:	TBD
Project Manager:	TBD
Project Description:	Improve to 2-lane collector with center turn lane, bike lanes, and sidewalks.
Project Length (mi.):	0.73
Basis for Project:	Provides additional north-south circulation alternatives
Timeline:	PE 2010; ROW 2010 - 2011; CN 2011 - 2012
Notes:	
Status:	Design in progress as part of the Salmon Creek Interchange Project

### Cross-Section Detail

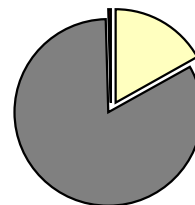
#### 2-lane Collector

with center/left turn lane and bike lanes



### Project Cost Summary

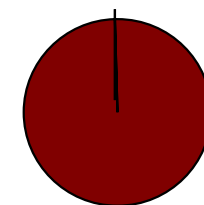
Engineering	\$20,000
Real Property	\$651,000
Construction	\$3,200,000
<b>Total:</b>	<b>\$3,871,000</b>



■ Engineering  
■ Real Property  
■ Construction

### Funding Summary

County Road Fund:	\$3,871,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$3,871,000</b>



■ CRF  
■ TIF  
■ All Other

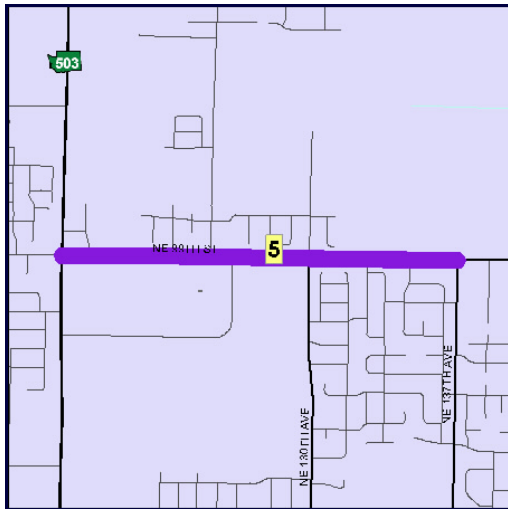




# 2007 - 2012 Transportation Improvement Program

Project: 5. NE 99th Street - NE 117th Avenue (SR-503) to NE 137th Avenue

## Vicinity Map



4  
N

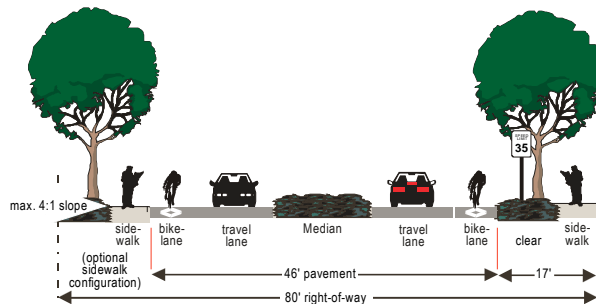
## Project Summary

Work Order Number:	330522
Project Manager:	Jean Singer
Project Description:	Improve to 2-lane minor arterial with center turn lane/median, bike lanes, and sidewalks.
Project Length (mi.):	1.05
Basis for Project:	Economic Development and Mobility
Timeline:	PE Pre 2007 - 2008; ROW Pre 2007 - 2008; CN 2009
Notes:	
Status:	Design and right-of-way acquisition scheduled in 2007.

## Cross-Section Detail

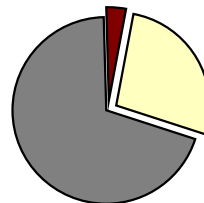
### 2-lane Minor Arterial

with center/left turn lane and bike lanes



## Project Cost Summary

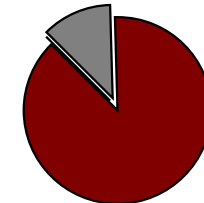
Engineering	\$200,000
Real Property	\$1,502,000
Construction	\$3,933,000
<b>Total:</b>	<b>\$5,635,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$4,935,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$700,000
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$5,635,000</b>



■ CRF  
■ TIF  
■ All Other

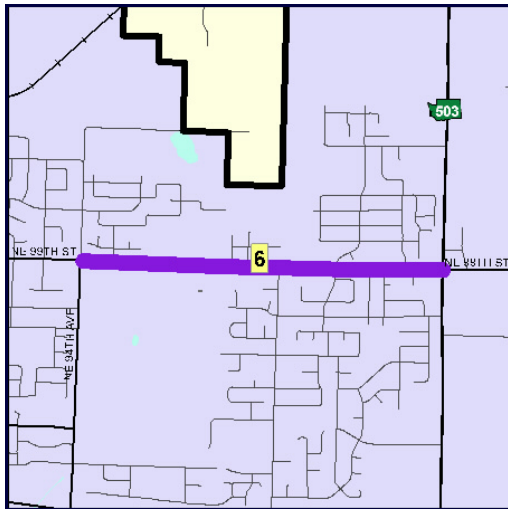




# 2007 - 2012 Transportation Improvement Program

Project: 6. NE 99th Street - NE 94th Avenue to NE 117th Avenue (SR-503)

## Vicinity Map



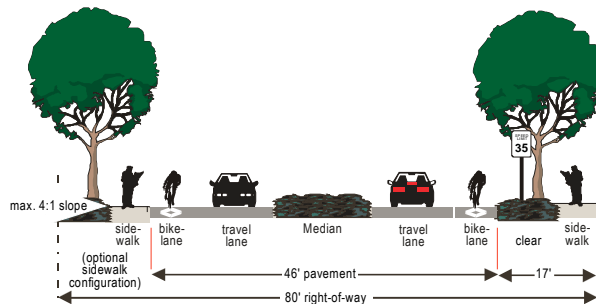
## Project Summary

Work Order Number:	350722
Project Manager:	Jerry Barnett
Project Description:	Construct/improve to 2-lane minor arterial with a center turn lane/median, bike lanes and sidewalks.
Project Length (mi.):	1.10
Basis for Project:	Congestion on NE 119th Street and Padden Parkway.
Timeline:	PE Pre 2007 - 2012; ROW Post 2012; CN Post 2012
Notes:	Intersection NE 94th and 99th will be addressed
Status:	On hold.

## Cross-Section Detail

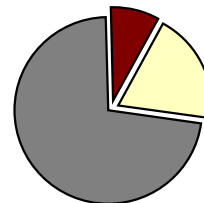
### 2-lane Minor Arterial

with center/left turn lane and bike lanes



## Project Cost Summary

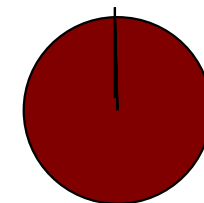
Engineering	\$800,000
Real Property	\$1,838,000
Construction	\$7,000,000
<b>Total:</b>	<b>\$9,638,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

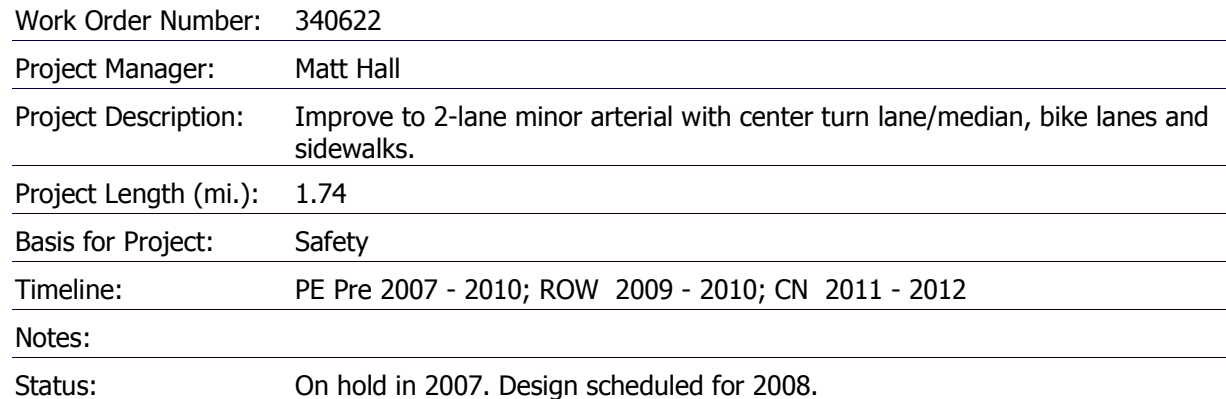
County Road Fund:	\$800,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$8,838,000
<b>Total:</b>	<b>\$9,638,000</b>



■ CRF  
■ TIF  
■ All Other



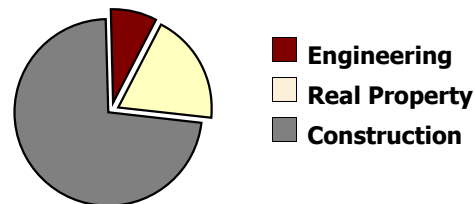
## Project Summary



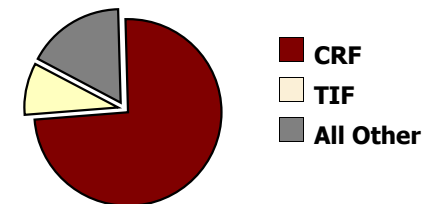
## Project Cost Summary

The diagram illustrates a cross-section of a two-lane road. From left to right, the components are: a sidewalk (labeled 'sidewalk (optional sidewalk configuration)'), a bike lane, a travel lane, a median, another travel lane, a second bike lane, and a final sidewalk. A tree is shown on the far left with a 'max. 4:1 slope' indicated. A tree on the far right has a '35' speed limit sign. Dimensions at the bottom show a '46' pavement' width covering the two travel lanes and median, and an '80' right-of-way' covering the entire width from the first sidewalk to the second. A '17'' dimension is shown for the clear area on the right side of the second bike lane.

Engineering	\$1,000,000
Real Property	\$2,415,000
Construction	\$9,132,000
<b>Total:</b>	<b>\$12,547,000</b>



County Road Fund:	\$9,215,000
TIF:	\$1,132,000
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$300,000
Projected Grants:	\$1,900,000
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$12,547,000</b>

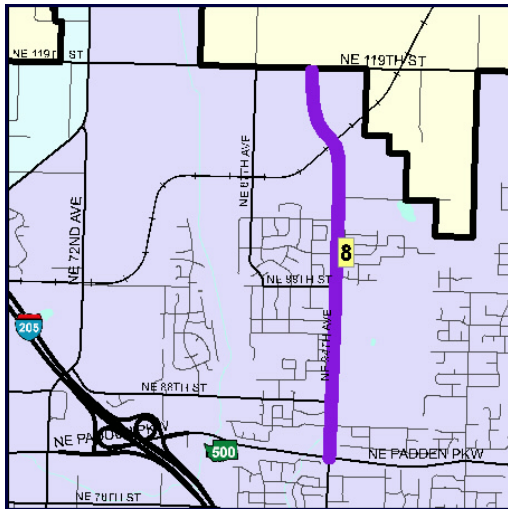




# 2007 - 2012 Transportation Improvement Program

## Project: 8. NE 94th Avenue - Padden Parkway to NE 119th Street

### Vicinity Map



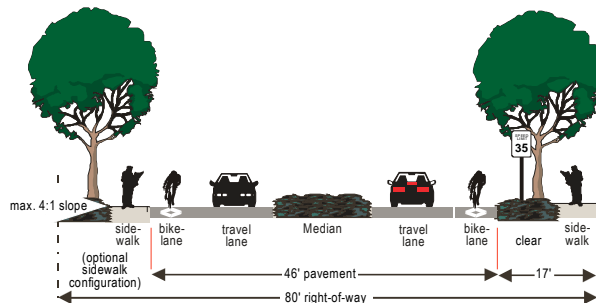
### Project Summary

Work Order Number:	350822
Project Manager:	Don Andrews
Project Description:	Improve/construct 2-lane arterial with center turn lane/median, bike lanes, and sidewalks. Provide two travel lanes north and south continuously through Padden Parkway intersection.
Project Length (mi.):	1.82
Basis for Project:	General north/south congestion in the area and failing LOS at Padden Parkway.
Timeline:	PE Pre 2007 - 2011; ROW 2007 - Post 2012; CN Post 2012
Notes:	
Status:	On hold. Pending funding.

### Cross-Section Detail

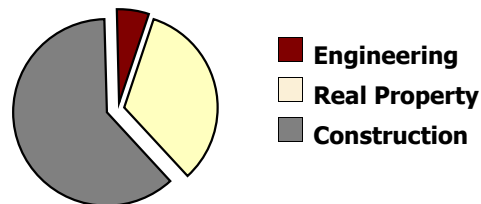
#### 2-lane Minor Arterial

with center/left turn lane and bike lanes



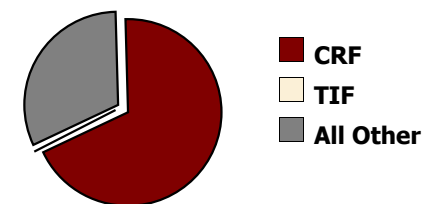
### Project Cost Summary

Engineering	\$1,149,000
Real Property	\$6,251,000
Construction	\$12,100,000
<b>Total:</b>	<b>\$19,500,000</b>



### Funding Summary

County Road Fund:	\$2,249,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$1,100,000
Beyond Six-Year:	\$16,151,000
<b>Total:</b>	<b>\$19,500,000</b>





# 2007 - 2012 Transportation Improvement Program

## Project: 9. NE 10th Avenue - NE 149th Street to NE 164th Street

### Vicinity Map



4  
N

### Project Summary

Work Order Number: TBD

Project Manager: TBD

Project Description: Construct 2-lane collector with center turn lane, bike lanes, and sidewalks.

Project Length (mi.): 0.80

Basis for Project: North/south capacity.

Timeline: PE 2007 - 2012; ROW 2008 - 2009; CN 2012 - Post 2012

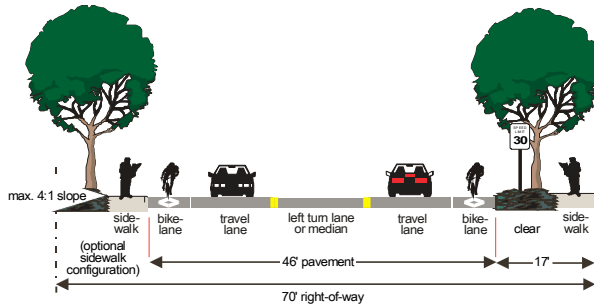
Notes:

Status: Design scheduled for 2007.

### Cross-Section Detail

#### 2-lane Collector

with center/left turn lane and bike lanes



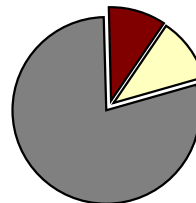
### Project Cost Summary

Engineering \$748,000

Real Property \$783,000

Construction \$5,682,000

**Total: \$7,213,000**



■ Engineering

■ Real Property

■ Construction

### Funding Summary

County Road Fund: \$4,031,000

TIF: \$0

Federal Grant: \$0

State Grant: \$0

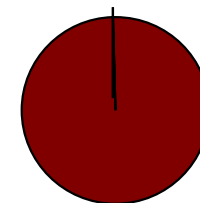
Loan: \$0

Other: \$0

Projected Grants: \$0

Beyond Six-Year: \$3,182,000

**Total: \$7,213,000**



■ CRF

■ TIF

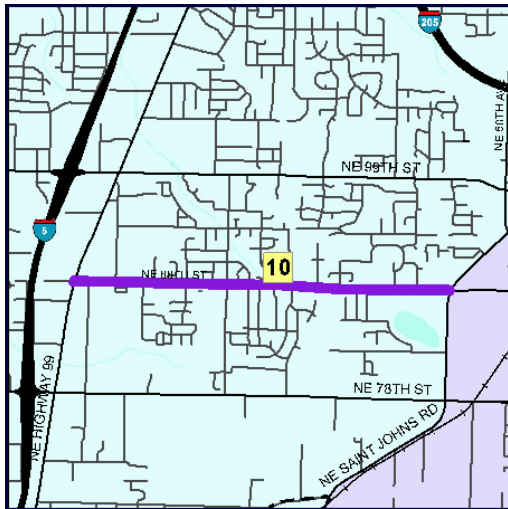
■ All Other



# 2007 - 2012 Transportation Improvement Program

## Project: 10 NE 88th Street - Highway 99 to St. Johns Road

### Vicinity Map



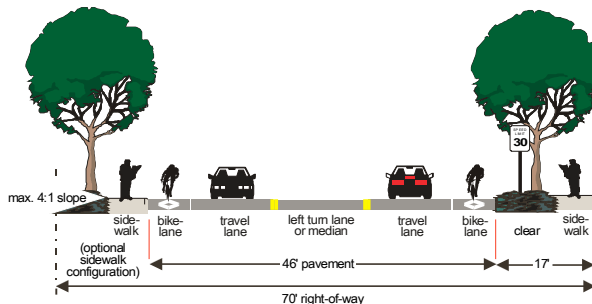
### Project Summary

Work Order Number:	330222
Project Manager:	Don Andrews
Project Description:	Improve to 2-lane collector with center turn lane, bike lanes and sidewalks.
Project Length (mi.):	1.71
Basis for Project:	Safety, mobility, and economic development.
Timeline:	PE Pre 2007 - 2008; ROW Pre 2007 - 2010; CN 2010 - 2011
Notes:	
Status:	Design scheduled in 2007.

### Cross-Section Detail

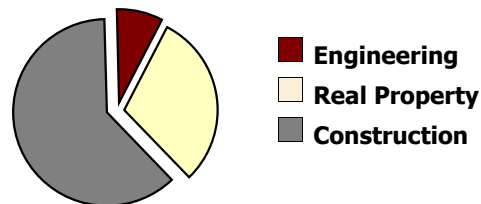
#### 2-lane Collector

with center/left turn lane and bike lanes



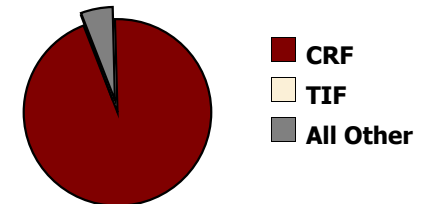
### Project Cost Summary

Engineering	\$1,095,000
Real Property	\$4,049,000
Construction	\$8,507,000
<b>Total:</b>	<b>\$13,651,000</b>



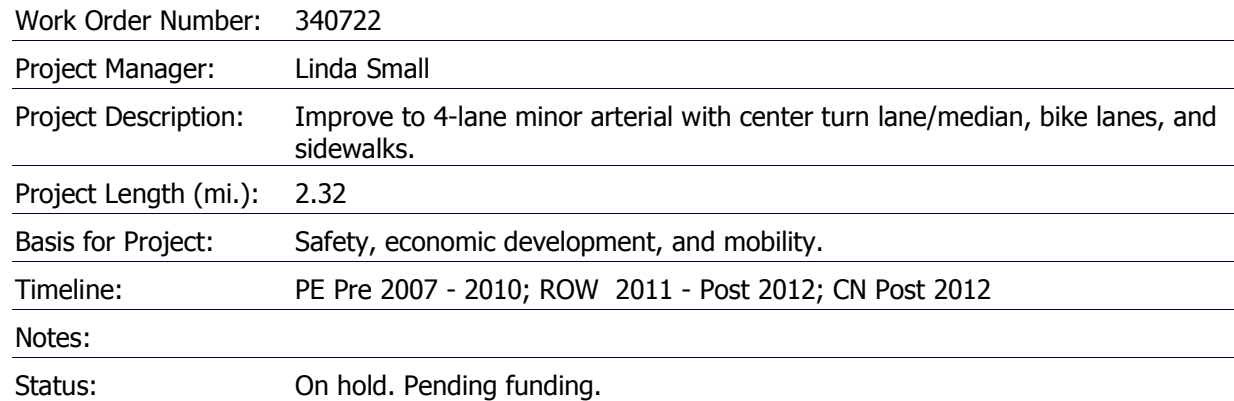
### Funding Summary

County Road Fund:	\$12,851,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$800,000
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$13,651,000</b>





## Project Summary



## Project Cost Summary

max. 4:1 slope

side-walk (optional sidewalk configuration)

bike-lane

travel lane

travel lane

median

travel lane

travel lane

bike-lane

clear

side-walk

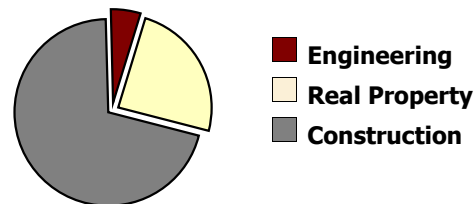
70' pavement

100' right-of-way

15'

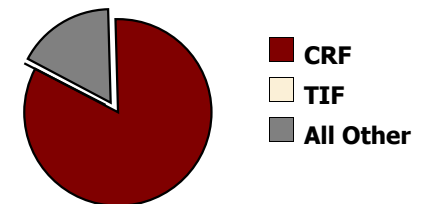
35

Engineering	\$1,400,000
Real Property	\$6,341,000
Construction	\$18,835,000
<b>Total:</b>	<b>\$26,576,000</b>



## Funding Summary

County Road Fund:	\$3,550,000
TIF:	\$0
Federal Grant:	\$750,000
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$22,276,000
<b>Total:</b>	<b>\$26,576,000</b>

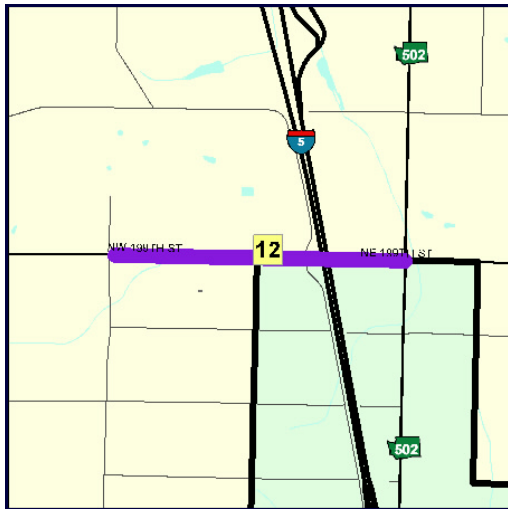




# 2007 - 2012 Transportation Improvement Program

Project: 12 NE/NW 199th Street - NW 11th Avenue to NE 10th Avenue

## Vicinity Map



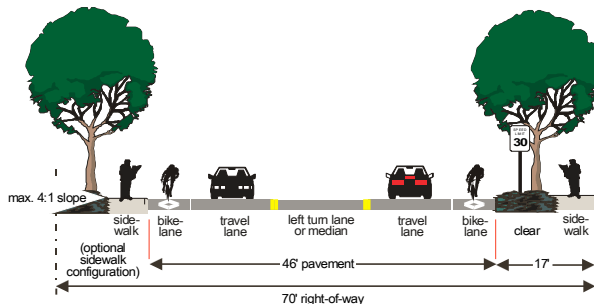
## Project Summary

Work Order Number: TBD  
 Project Manager: TBD  
 Project Description: Improve to 2-lane collector standard  
 Project Length (mi.): 0.24  
 Basis for Project: Mobility and congestion  
 Timeline: PE 2011 - 2012; ROW 2012; CN Post 2012  
 Notes:  
 Status: Future project. No activity.

## Cross-Section Detail

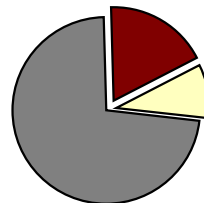
### 2-lane Collector

with center/left turn lane and bike lanes



## Project Cost Summary

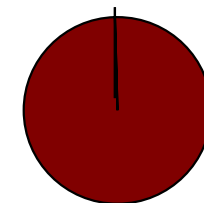
Engineering \$800,000  
 Real Property \$400,000  
 Construction \$3,200,000  
**Total: \$4,400,000**



■ Engineering  
 ■ Real Property  
 ■ Construction

## Funding Summary

County Road Fund: \$1,200,000  
 TIF: \$0  
 Federal Grant: \$0  
 State Grant: \$0  
 Loan: \$0  
 Other: \$0  
 Projected Grants: \$0  
 Beyond Six-Year: \$3,200,000  
**Total: \$4,400,000**



■ CRF  
 ■ TIF  
 ■ All Other

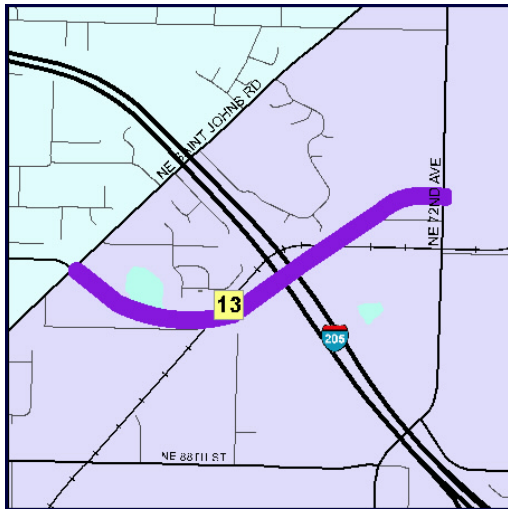




# 2007 - 2012 Transportation Improvement Program

Project: 13 NE 99th Street - St. Johns Road to NE 72nd Avenue

## Vicinity Map



4  
N

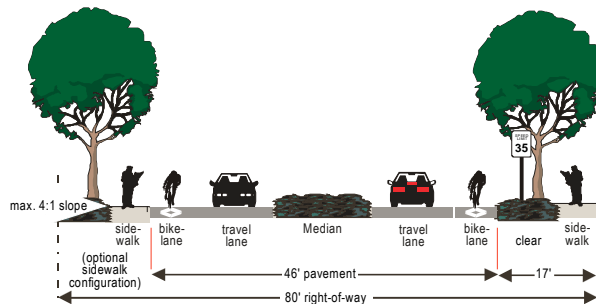
## Project Summary

Work Order Number:	TBD
Project Manager:	TBD
Project Description:	Construct a 2-lane minor arterial with a center turn lane/median, bike lanes and sidewalks.
Project Length (mi.):	1.33
Basis for Project:	Increased congestion, completion of NE 99th Street east-west corridor.
Timeline:	PE 2012 - Post 2012; ROW Post 2012; CN Post 2012
Notes:	
Status:	Future project. No activity.

## Cross-Section Detail

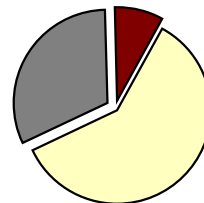
### 2-lane Minor Arterial

with center/left turn lane and bike lanes



## Project Cost Summary

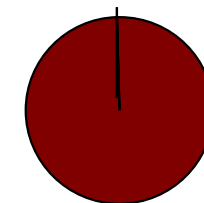
Engineering	\$1,383,000
Real Property	\$9,325,000
Construction	\$5,177,000
<b>Total:</b>	<b>\$15,885,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$883,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$15,002,000
<b>Total:</b>	<b>\$15,885,000</b>



■ CRF  
■ TIF  
■ All Other

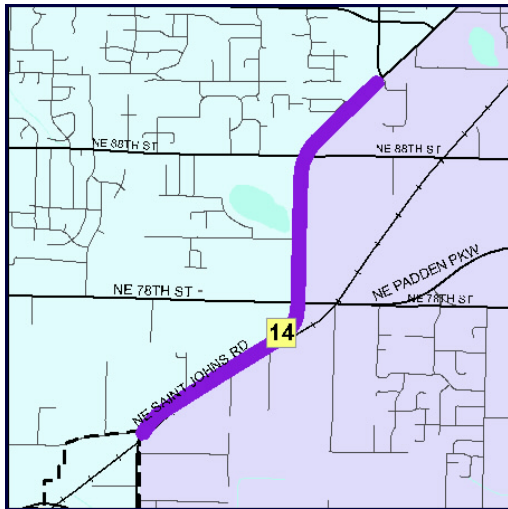




# 2007 - 2012 Transportation Improvement Program

Project: 14 NE St. Johns Road - NE 68th Street to NE 50th Avenue

## Vicinity Map

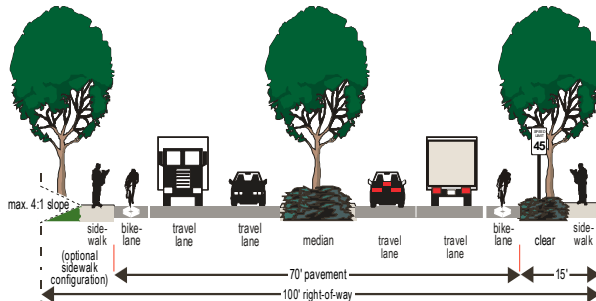


## Project Summary

Work Order Number:	TBD
Project Manager:	TBD
Project Description:	Improve to 4-lane principal arterial standard.
Project Length (mi.):	1.57
Basis for Project:	Safety, mobility, economic development
Timeline:	PE 2012 - Post 2012; ROW Post 2012; CN Post 2012
Notes:	
Status:	Furture project. No activity.

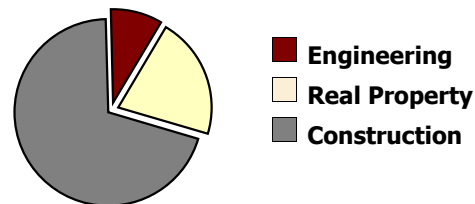
## Cross-Section Detail

**4-lane Principal Arterial**  
with center/left turn lane and bike lanes



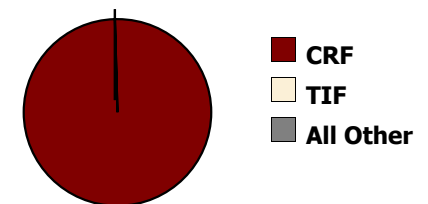
## Project Cost Summary

Engineering	\$1,500,000
Real Property	\$3,378,000
Construction	\$11,450,000
<b>Total:</b>	<b>\$16,328,000</b>



## Funding Summary

County Road Fund:	\$500,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$15,828,000
<b>Total:</b>	<b>\$16,328,000</b>



## 2007 - 2012 Transportation Improvement Program

### Ongoing Program Projects Funding Analysis

				2007			2008			2009			2010			2011			2012						
R a n k	Project	Phase	Spent to Date	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	Cost to Complete	Project Total		
TRANSPORTATION SAFETY PROJECTS																									
NA	Safety - 2006 Guardrail Project - Various Locations  WO Number: 360412	PE	10,000	5,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15,000		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	0	185,000	0	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	685,000		
		TOTAL	10,000	690,000			0			0			0			0			0			0	700,000		
NA	Safety - Bridges Repair, Rehab - Various Locations  WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	0	100,000	0	0	100,000	0	0	100,000	0	0	100,000	0	0	100,000	0	0	100,000	0	0	0	0	0	
		TOTAL	0	100,000			100,000			100,000			100,000			100,000			100,000			0	0		
NA	Safety - Klinebridge Emergency Scour Repair - Klinebridge (Highway 99)  WO Number: 361621	PE	0	20,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		TOTAL	0	20,000			0			0			0			0			0			0	0		
NA	Safety - Hayes Road Slide Repair - NW Cardai Hill Road (MP 1.0)  WO Number: 361711	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	0	100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		TOTAL	0	100,000			0			0			0			0			0			0	0		
NA	Safety - Hillis Hill Slide Stabilization 2 - Pacific Highway  WO Number: 361112	PE	60,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60,000		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	88,000	0	0	177,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	265,000		
		TOTAL	148,000	177,000			0			0			0			0			0			0	325,000		
NA	Transportation Safety Improvement Program - Various Locations  WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	0	50,000	0	0	350,000	0	0	350,000	0	0	350,000	0	0	350,000	0	0	350,000	0	0	0	0	0	
		TOTAL	0	50,000			350,000			350,000			350,000			350,000			350,000			0	0		
SIDEWALKS AND ADA COMPLIANCE PROJECTS																									
NA	Sidewalks Program - Various Locations  WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	0	150,000	0	0	350,000	0	0	350,000	0	0	350,000	0	0	350,000	0	0	350,000	0	0	0	0	0	
		TOTAL	0	150,000			350,000			350,000			350,000			350,000			350,000			0	0		
NA	Sidewalks - ADA Compliance - Various Locations  WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	0	100,000	0	0	100,000	0	0	50,000	0	0	50,000	0	0	50,000	0	0	50,000	0	0	0	0	0	
		TOTAL	0	100,000			100,000			50,000			50,000			50,000			50,000			0	0		
NA	Sidewalk - NE 104th Street - NE 28th Avenue to NE 23rd Avenue  WO Number: 361511	PE	30,000	10,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40,000		
		ROW	0	0	0	70,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70,000		
		CN	0	49,000	0	79,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	128,000		
		TOTAL	30,000	208,000			0			0			0			0			0			0	238,000		
NA	Sidewalks - NE 72nd Avenue Walkway - NE 63rd Street to NE 73rd Street (Phases 1 & 2)  WO Number: 360922	PE	65,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65,000		
		ROW	35,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35,000		
		CN	49,000	155,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21,000	225,000		
		TOTAL	149,000	155,000			0			0			0			0			0			21,000	325,000		

## 2007 - 2012 Transportation Improvement Program Ongoing Program Projects Funding Analysis

				2007			2008			2009			2010			2011			2012							
R a n k	Project	Phase	Spent to Date	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	Cost to Complete	Project Total			
NEIGHBORHOOD TRAFFIC MANAGEMENT PROJECTS																										
NA	Neighborhood - NE 40th Avenue - NE 65th Street to NE Minnehaha Street WO Number: TBD	PE	0	30,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		CN	0	0	0	0	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		TOTAL	0	30,000			500,000			0			0			0			0			0			0	0
NA	Neighborhood Traffic Management Program - Various Locations WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	0	0	0	0	0	0	0	150,000	0	0	150,000	0	0	150,000	0	0	150,000	0	0	0	0	0	0	
		TOTAL	0	0			0			150,000			150,000			150,000			150,000			0			0	0
ENVIRONMENTAL IMPACT MITIGATION PROJECTS																										
NA	Environmental - Impact Mitigation (On-going) - Various Locations WO Number: 302012	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	0	75,000	0	0	75,000	0	0	75,000	0	0	75,000	0	0	75,000	0	0	75,000	0	0	0	0	0	0	
		TOTAL	0	75,000			75,000			75,000			75,000			75,000			75,000			0			0	0
NA	Environmental Impact Mitigation Program - Various Locations WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	0	425,000	0	0	425,000	0	0	175,000	0	0	175,000	0	0	300,000	0	0	300,000	0	0	0	0	0	0	
		TOTAL	0	425,000			425,000			175,000			175,000			300,000			300,000			0			0	0
ADVANCED RIGHT-OF-WAY PROJECTS																										
NA	Unprogrammed / Advanced Right- of-Way Purchases Program - Various Locations WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		ROW	0	200,000	0	0	300,000	0	0	300,000	0	0	300,000	0	0	300,000	0	0	300,000	0	0	0	0	0	0	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		TOTAL	0	200,000			300,000			300,000			300,000			300,000			300,000			0			0	0
ROAD PRESERVATION PROJECTS																										
NA	Preservation - County Wide Overlays (Cold Mix) - Various Locations WO Number: 360521	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	0	500,000	0	0	500,000	0	0	500,000	0	0	550,000	0	0	550,000	0	0	550,000	0	0	0	0	0	0	
		TOTAL	0	500,000			500,000			500,000			550,000			550,000			550,000			0			0	0
NA	Preservation - County Wide Overlays (Hot Mix) - Various Locations WO Number: 360622	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	0	2,625,000	0	575,000	2,624,000	0	576,000	2,700,000	0	500,000	2,900,000	0	500,000	2,900,000	0	500,000	2,900,000	0	500,000	0	0	0	0	
		TOTAL	0	3,200,000			3,200,000			3,200,000			3,400,000			3,400,000			3,400,000			0			0	0
NA	Preservation - 2007 Gravel Road Conversions - Various Locations WO Number: 360111	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	0	100,000	0	0	100,000	0	0	100,000	0	0	100,000	0	0	100,000	0	0	100,000	0	0	0	0	0	0	
		TOTAL	0	100,000			100,000			100,000			100,000			100,000			100,000			0			0	0
TOTALS																										
Annual Totals by Funding				4,879,000	0	1,401,000	5,424,000	0	576,000	4,850,000	0	500,000	5,100,000	0	500,000	5,225,000	0	500,000	5,225,000	0	500,000	6-Year Ongoing Programs Total: \$34,680,000				
				PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN					
Annual Totals by Phase				65,000	270,000	5,945,000	0	300,000	5,700,000	0	300,000	5,050,000	0	300,000	5,300,000	0	300,000	5,425,000	0	300,000	5,425,000					
Annual Totals				6,280,000			6,000,000			5,350,000			5,600,000			5,725,000			5,725,000							



# 2007 - 2012 Transportation Improvement Program

## Project: Transportation Safety Improvement Program

### *Project Summary*



Project Limits:	TBD
Project Manager:	Bill Wright
Project Description:	Spot improvements to address safety, access management, and signal projects.
Basis for Project:	Construct guardrails, traffic signal coordination/improvements, access management controls, and other safety improvements.
Project Timeline:	Ongoing
Notes:	See Ongoing Programs Matrix for proposed projects this year.
Program Budget:	Approximately \$450,000 per year



# 2007 - 2012 Transportation Improvement Program

## Project: Sidewalks and ADA Compliance Program

### *Project Summary*



Project Limits:	TBD
Project Manager:	Bill Wright
Project Description:	Sidewalk and walkway projects, and ADA compliance improvements.
Basis for Project:	Construct sidewalks, walkways, bikeways, and ADA compliance improvements.
Project Timeline:	Ongoing
Notes:	See Ongoing Programs Matrix for proposed projects this year.
Program Budget:	Approximately \$400,000 per year



# 2007 - 2012 Transportation Improvement Program

## Project: Neighborhood Traffic Management Program

### *Project Summary*



Project Limits:	TBD
Project Manager:	Ejaz Khan
Project Description:	Improve neighborhood traffic safety and circulation for all modes of transportation.
Basis for Project:	Construct corridor completions, traffic calming devices, and other neighborhood projects.
Project Timeline:	Ongoing
Notes:	See Ongoing Programs Matrix for proposed projects this year.
Program Budget:	Approximately \$150,000 per year



# 2007 - 2012 Transportation Improvement Program

## Project: Environmental Impact Mitigation Program

### *Project Summary*



Project Limits:	TBD
Project Manager:	Karen Streeter
Project Description:	Fish passage and mitigation of public roadway crossing of fish-bearing streams or wetlands; Requires 50% grant match.
Basis for Project:	Improve fish passage and habitat, reduce transportation's impact on the environment
Project Timeline:	Ongoing
Notes:	See Ongoing Programs Matrix for proposed projects this year.
Program Budget:	Approximately \$250,000 - \$500,000 per year



# 2007 - 2012 Transportation Improvement Program

Project: Unprogrammed / Advanced Right-of-Way Purchases Program

## *Project Summary*



Project Limits:	TBD
Project Manager:	Lowell Weiss
Project Description:	Funds set aside for right-of-way acquisitions to preserve future transportation corridors.
Basis for Project:	Cost overruns and purchase right-of-way in advance of projects being funded.
Project Timeline:	Ongoing
Notes:	See Ongoing Programs Matrix for proposed projects this year.
Program Budget:	Approximately \$300,000 per Year





# 2007 - 2012 Transportation Improvement Program

## Project: Road Preservation Program

### *Project Summary*



Project Limits:	TBD
Project Manager:	Bill Wills
Project Description:	Overlays and other preservation activities.
Basis for Project:	Preservation of existing facilities.
Project Timeline:	Ongoing
Notes:	See Ongoing Programs Matrix for proposed projects this year.
Program Budget:	Approximately \$3,800,000 per Year (may increase annually)

# **GLOSSARY OF FREQUENTLY USED TERMS AND ACRONYMS**

## **ADT**

Average Daily Traffic.

## **Access**

A means of approach to provide vehicular or pedestrian entrance or exit to a property. This may not necessarily include all movements.

## **Access Management**

The process of providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity, and speed.

## **A.M. Peak Hour**

A one hour period in the morning when traffic flow increases. The a.m. peak hour typically occurs between 6:30 a.m. and 9:00 a.m. Traffic volumes occurring during the a.m. peak hour are used to calculate the overall operation of a roadway or intersection.

## **Arterial**

A major street carrying the traffic of local and collector streets to and from freeways and other major streets. Arterials generally have traffic signals at intersections and may have limits on driveway spacing and street intersection spacing.

## **Biological Assessment**

A biological assessment is an environmental document required for compliance with the Endangered Species Act for projects with federal funding or permits.

## **BRAC**

Bridge Replacement Advisory Committee. The BRAC exists to advise WSDOT on the selection of appropriate bridge projects for funding under the federal Highway Bridge Replacement and Rehabilitation Program (HBRRP).

## **CAPP**

County Arterial Preservation Program (State Funding Source) is a funding source for the County Road Administration Board (CRAB). CAPP is designed to assist counties to preserve their existing paved arterial road networks.

## **CCC**

Clark County Code.

## **CCRP**

Corridor Congestion Relief Program (State Funded).

## **CDBG**

Community Development Block Grant. Block grants are targeted for low and moderate-income areas. Improvements usually consist of sidewalk and capital improvement programs.

## **CMAQ**

Congestion Mitigation and Air Quality Improvement (Federal Funding Source). This funding is for projects that create a direct air quality benefit, leading toward attainment or maintenance of a National Ambient Air Quality Standard (NAAQS).

## **CRAB**

County Road Administration Board. This agency is funded from the portion of the counties' fuel tax that is withheld for state supervision, and from a small portion of the two grant programs that it administers. The Board establishes and maintains "Standards of Good Practice" to guide and ensure consistency and professional management of county road departments in the State of Washington.

## **CRF**

Clark County Road Fund. The funds are established through annual County property tax, gas tax and other revenues.

## **C-TRAN**

Clark County Public Transportation Benefit Area Authority, the transit agency for Clark County, Washington.

## **Capacity**

The maximum rate of flow at which vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions; usually expressed as vehicles per hour.

## **Collector Streets**

Collector streets connect local traffic within a subarea of the county to arterial roads. Typically collector streets are not continuous for any great length, nor do they form a connected network by themselves. Collectors connect neighborhoods to commercial areas. Pedestrian and bicycle activity is moderate to high. (CCC 12.05.016 (4))

## **Comprehensive Plan**

A long-range plan, typically looking 20 to 50 years into the future, which is intended to guide growth and development of a community. Comprehensive Plans are required by the Growth Management Act for specific counties and cities in Washington State. The Plans establish goals and policies for managing population growth and land development while ensuring that the growth is adequately served by public facilities. Ordinance 1995-12-47 and Ordinance 1996-05-01 adopted the Clark County 20 Year Comprehensive Growth Management Plan.

## **Concurrency**

The Concurrency ordinance (CCC 12.40) was adopted in response to the Washington State Growth Management Act, which required local jurisdictions to adopt level-of-service (LOS) standards for the arterial road system and to ensure maintaining those standards when considering new development. This process is called *Concurrency*. Concurrency applies to any development, land division, site plan, and conditional use permit approvals. It is intended to implement 12.05.303 of the Road Standards.

## **ESA**

The Endangered Species Act was established in 1973 to preserve ecosystems of endangered and threatened species. The Act was recently amended to include various species of fish, wildlife, and plants throughout the United States.

## **Environmental Review**

The consideration of environmental factors as required by the Washington State Environmental Policy Act (SEPA). The environmental review process is the procedure used by agencies and others under SEPA for giving appropriate consideration to the environment in agency decision-making. (WAC 197-11-746).

## **Functional Classification System**

The system classifies transportation facilities according to an appropriate integrated network. It is intended to link land use development activities with transportation for optimum utilization of both. The county's classification system is intended to be in compliance with the federal classification system. (CCC 12.05.015).

## **Growth Management**

A group of strategies used by a government to direct the timing, location and type of development in a community.

## **Growth Management Act (GMA)**

The State of Washington's 'Growth Management Act' was adopted in 1990 to address the negative consequences of unprecedented population growth and suburban sprawl in the State. The GMA requires all cities and counties in the State to do some planning and has more extensive requirements for the largest and fastest-growing counties and cities in the State. Its requirements include guaranteeing the consistency of transportation and capital facilities plans with land use plans.

## **HBRRP**

Highway Bridge Replacement and Rehabilitation Program (Federal Funding Source). This program has the objective to replace or rehabilitate roadway bridges conveying public roads over waterways, railroads, canals and other barriers.

## **HES**

Hazard Elimination System/Safety (Federal Funding Source). The objective of this fund is to improve specific locations which constituted a danger to vehicles or pedestrians as shown by frequency of accidents. (LAG 12.32e).

## **Impacts**

'Impacts' are the effects or consequences of actions. Environmental impacts are effects upon the elements of the environment. (WAC 197-11-752).

## **Interchange**

A system of interconnecting roadways in conjunction with one or more grade separations, providing for the movement of traffic between two or more roadways on different levels.

## **Intersection**

The general area where two or more highways join or cross, within which are included the roadway and roadside facilities for traffic movements in that area.

## **Land Use**

The type of activity associated with a specific geographic area. Land use categories can be broad (e.g., residential, retail, office, industrial, and recreational), or they can be very specific (e.g., single-family residential, convenience market, or elementary school). In order to estimate trip generation characteristics for a specific geographic area, it is necessary to know both the type and intensity of land use (e.g., single-family residential land use at a development intensity of eight units per acre).

## **Level of Service (LOS)**

The 'Level of Service' is a grading system developed by the transportation profession to quantify the degree of comfort (including such elements as speed, travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway segment. LOS is expressed as a letter grade that ranges from "A", indicating that drivers will experience little, if any delay, to "F", indicating significant traffic congestion and driver delay will occur.

## **Local Residential Access Streets**

Local residential access streets provide direct access to adjoining properties within a neighborhood. Bicycle and pedestrian use is high. (CCC 12.05.016 (7)).

## **MVFT**

Motor Vehicle Fuel Tax.

## **Mitigation**

(1) Avoiding impacts altogether by not taking a certain action or parts of an action; (2) minimizing impacts by limiting the degree or magnitude of the action and its implementation by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts; (3) rectifying impacts by repairing, rehabilitating, or restoring the affected environment; (4) reducing or eliminating impacts over time by preservation and maintenance operations during the life of the action; (5) compensating for impacts by replacing, enhancing or providing substitute resources or environments; and/or, (6) monitoring impacts and taking appropriate corrective measures (WAC 197-11-768).

## **Mode**

The means by which travel is accomplished. Alternative modes of travel include walking, bicycling, auto, bus, light rail, airplane, ferry, etc.

## **NAAQS**

'National Ambient Air Quality Standards' were set up by the Environmental Protection Agency (EPA) to help mitigate the health impacts of air pollution. EPA established NAAQS measure for six pollutants that include carbon monoxide, ozone, particulate matter, lead, sulfur dioxide, and nitrous oxide.

## **Non-attainment Area**

Geographic area in which air pollution levels exceed the NAAQS.

## **Peak Hour**

A period of 60 consecutive minutes during which an intersection or roadway system experiences the greatest amount of traffic volume.

## **P.M. Peak Hour**

A one hour period in the afternoon or evening when traffic flow increases. The p.m. peak hour typically occurs between 4 and 6 p.m. Traffic volumes occurring during the p.m. peak hour are used to calculate the overall operation of a roadway or intersection.

## **PSMP**

See USP.

## **PWB**

Public Works Board. The Public Works Board was created by the 1985 Legislature. The Board is comprised of local government officials, special purpose district representatives, and private sector members. The mission of the Washington State Public Works Board is "to assist Washington's local governments and private water systems in meeting their public works needs to sustain livable communities." The Board is authorized to loan money to counties, cities, and special purpose districts to repair, replace, or create domestic water systems, sanitary sewer systems, storm water systems, roads, streets, solid waste and recycling facilities, and bridges.

## **PWTF**

Public Works Trust Fund. This trust fund is administered by the Public Works Board. The PWTF Construction and Pre-construction Loan Programs provide funds to design, repair, replace, or create a facility. These loans have a 5 to 20-year term with an interest rate of only one-half percent. The maximum for any agency is ten million dollars per biennium.

## **RAP**

Rural Arterial Program (State Funding Source) is a CRAB funding source. In 1983 the legislature created the RAP to help finance the reconstruction of rural arterial roads. The program is funded with 0.58 cents of the Motor Vehicle Fuel Tax (MVFT).

## **RCW**

Revised Code of Washington which contains all the laws of the state of a general and permanent nature.

## **RTC**

Southwest Washington Regional Transportation Council. The regional transportation planning agency for Clark, Klickitat, and Skamania counties.

## **Right-of-Way**

Right-of-way is property held by the county for existing or future public roads or other public improvements.

## **Roadway Conditions**

The geometric characteristics of the street or highway, including the type of facility and its development environment, the number of lanes (by direction), lane and shoulder widths, lateral clearances, design speed, and horizontal and vertical alignments.

## **Roadway**

The improved portion of an easement or right-of-way, excluding curbs, sidewalks and ditches. Road, roadway and street will be considered interchangeable terms.

## **Roadway Section**

A roadway section is a cross-section of a roadway which displays, travel lanes, turning lanes, bike lanes, sidewalks, and medians with their respective dimensions. Each classification of roadway has a corresponding roadway section.

## **SAFETEA-LU**

On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

## **SCFRRP**

Salmon Creek/Fairgrounds Regional Road Plan.

## **SEPA**

State Environmental Policy Act. A state law requiring agencies to consider the environmental consequences of their decisions. (WAC 197-11-790).

## **STP**

Surface Transportation Program (Federal funding source). The objective of the STP is to fund construction, reconstruction, resurfacing, restoration and rehabilitation of roads functionally classified as arterials.



## **Signal Warrant**

A criterion that must be met before the installation of a traffic signal can be considered.

## **Significant**

- 1) 'Significant' as used in SEPA means a reasonable likelihood of more than a moderate adverse impact on environment quality.
- 2) Significance involves context and intensity and does not lend itself to a formula or quantifiable test. The context may vary with the physical setting. Intensity depends on the magnitude and duration of an impact. The severity of an impact should be weighed along with the likelihood of its occurrence. An impact may be significant if its chance of occurrence is not great, but the resulting environmental impact would be severe if it occurred. (WAC 197-11-794).

## **SWCAA**

Southwest Washington Clean Air Agency, is a government agency responsible for air pollution control and planning in Clark, Cowlitz, Lewis, Skamania, and Wahkiakum Counties.

## **Stormwater Facility**

The natural or constructed components of a stormwater drainage system, designed and constructed to perform a particular function, or multiple functions. Stormwater facilities include pipes, swales, ditches, open channels, culverts, storage basins, manholes, drywells and sediment basins. (CCC 13.25.130 (25)).

## **TDM**

Transportation Demand Management is a demand-based technique for reducing traffic congestion, such as ride-sharing programs and flexible work schedules enabling employees to commute to and from work outside of peak hours.

## **TEA-21**

The Transportation Equity Act for the 21st Century was signed on June 9, 1998, superseding the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. This bill provides Federal Transportation dollars for Federal, State and Local agencies. The majority of benefits associated with ISTEA are continued or expanded upon through TEA-21. Also, see SAFETEA-LU.

## **TIB**

The Transportation Improvement Board is a state funding agency and administers several state funding programs. The mission of the TIB is to assist local agencies to preserve and improve transportation systems by providing financial assistance, supporting economic development, promoting multi-jurisdictional and multi-modal coordination and to promote public/private cooperation.

## **TIF**

Transportation Impact Fee. TIF is the traffic impact component of a development impact fee that was adopted in August 2001 (ordinance number 2001-08-01A). An impact fee is a fee levied on a developer by the county as compensation for expected effects of the development.

## **TIP**

Six-Year Transportation Improvement Program.

## **TIPIT**

Transportation Improvement Program Involvement Team. See Page 4 for more information on the TIPIT role. TIPIT members are listed under the *participants* section at the beginning of this book.

## **TPP**

Transportation Partnership Program (State Funding Source). See UCP.

## **UAP (formally AIP)**

Urban Arterial Program (State Funding Source) formally known as the Arterial Improvement Program. This program was established by the State in 1967 as the Urban Arterial Trust Account (UATA) and was designated as the AIP in July 1999. The purpose of this program is to fund city and urban county arterial road and street projects to reduce congestion and improve safety, geometrics, and structural concerns.

## **UCP (formally TPP)**

Urban Corridor Program (State Funding Source) formally known as the Transportation Partnership Program. This program was established by the State in 1988 as the Transportation Improvement Account (TIA) and was designated as the TPP in July 1999. The purpose of the program is to fund projects on the regional transportation plan that are necessitated by existing or future congestion due to economic growth.

## **USP (formally PSMP)**

Urban Sidewalk Program (State Funding Source) formally known as the Pedestrian Safety and Mobility Program. This program was established by the TIB in 1994 as the Pedestrian Facilities Program (TIA-PFP) and was designated as the PSMP in July 1999. The program goal is to enhance and promote pedestrian mobility by providing funding for pedestrian projects that provide access and connectivity of pedestrian facilities.

## **V/C Ratio**

The ratio of volume to capacity for a traffic facility.

## **Volume**

The number of vehicles passing a point on a lane or roadway during some time interval, often taken to be one hour, but may also be expressed in terms such as sub-hourly, daily, or annually.

## **WAC**

Washington Administrative Code. "WAC" is laws adopted by state agencies to implement state legislation.

## **WSDOT**

Washington State Department of Transportation. WSDOT is a department of the State of Washington responsible for transportation related planning, management, and coordination.

## **Zoning**

A map and ordinance text which divides a city or county into land use "zones" and specifies the types of land uses, setbacks, lot size, and size restrictions for buildings within each zone.